NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE
AKRON, OH	
AKRON-CANTON RGNL	**ILS or LOC Rwy 19[1]** **ILS or LOC Rwy 23[2]** **RADAR[3]**

[1]NA when local weather not received.
[2]LOC, NA.
[3]NA when Akron-Canton approach control closed.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD ..... **ILS or LOC Rwy 30[1]**
NDB Rwy 30
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.
[1]NA when control tower closed.

ASHTABULA, OH

ASHTABULA COUNTY ..... **RNAV (GPS) Rwy 8**
RNAV (GPS Rwy 26

NA when local weather not available.

ATHENS (ALBANY), OH

OHIO U SNYDER FIELD ..... **NDB Rwy 25**

NA when local weather not available.

BLOOMINGTON, IN

MONROE COUNTY ... **ILS or LOC/DME Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME Rwy 6
VOR/DME Rwy 24

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
CINCINNATI, OH	
CINCINNATI MUNI-LUNKEN FIELD	**ILS or LOC Rwy 21L[124]** **LOC BC Rwy 3R[13]** **NDB Rwy 21L[124]** **NDB Rwy 25[134]** **RNAV (GPS) Rwy 21L[34]** **RNAV (GPS) Rwy 25[145]**

[1]NA when control tower closed.
[2]Categories A,B, 1200-2; Categories C,D, 1200-3.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.
[5]Category B, 900-2, Category C, 900-2¼; Category D, 900-2¾.

CLEVELAND, OH

BURKE LAKEFRONT ..... **ILS or LOC Rwy 24R**
NDB or GPS Rwy 24R[1]

NA when control tower closed.
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

CUYAHOGA COUNTY .... **ILS or LOC Rwy 24[12]**
LOC/DME BC Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.

COLUMBUS, IN

COLUMBUS MUNI ..... **ILS Rwy 23[1]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 23[2]
RNAV (GPS) Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

COLUMBUS, OH

BOLTON FIELD ..... **ILS or LOC Rwy 4[12]**
NDB Rwy 4[12]
RNAV (GPS) Rwy 4[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OHIO STATE
UNIVERSITY ..... **ILS or LOC Rwy 9R**
NDB Rwy 9R
NA when control tower closed.

PORT COLUMBUS INTL **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[23]
ILS or LOC Rwy 28L[4]
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, 700-2. LOC, NA.
[3]NA when local weather not available.
[4]ILS, Categories A,B,C,D, 700-2.

RICKENBAKER INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 23L
NDB Rwy 5R
NDB Rwy 23L
RNAV (GPS) Rwy 5R
RNAV (GPS) Rwy 23L
NA when local weather not available.

DAYTON, OH

DAYTON-
WRIGHT BROTHERS ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2¼.

DELAWARE, OH

DELAWARE MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

ELKHART, IN

ELKHART MUNI ..... **ILS or LOC Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) Rwy 36[2]
VOR/DME Rwy 36[2]
VOR Rwy 9[2]
VOR Rwy 27[2]
[1]LOC, NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

EVANSVILLE, IN

EVANSVILLE RGNL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22
NDB Rwy 22
NA when control tower closed.
[1]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

FINDLAY, OH

FINDLAY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 36
VOR Rwy 7
NA when local weather not available.

FORT WAYNE, IN

FORT WAYNE INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 32[1]
LOC BC Rwy 14[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[13]
RNAV (GPS) Rwy 23[13]
VOR or TACAN Rwy 5[1]
VOR or TACAN Rwy 14[1]
VOR or TACAN Rwy 23[4]
[1]Category E, 800-2½.
[2]Category E, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼, Category E, 800-2½.

SMITH FIELD ..... **VOR Rwy 13**
NA when local weather not available.

GARY, IN

GARY/CHICAGO INTL ..... **NDB or GPS Rwy 30**
NA when control tower closed.

GOSHEN, IN

GOSHEN MUNI ..... **RNAV (GPS) Rwy 27**
VOR Rwy 27
NA when local weather not available.

HAMILTON, OH

BUTLER COUNTY RGNL .. **ILS or LOC Rwy 29[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]
NA when local weather not available.
[1]ILS,LOC,Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

HUNTINGBURG, IN

HUNTINGBURG ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK ..... **RNAV (GPS) Rwy 21**
VOR-A
NA when local weather not available.

INDIANAPOLIS INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 14
ILS or LOC Rwy 23L
ILS or LOC Rwy 23R
ILS or LOC Rwy 32
ILS, Categories A,B,C,D, 700-2.

JEFFERSONVILLE, IN

CLARK RGNL ..... **VOR or GPS Rwy 18**
NA except for operators with approved weather reporing service.

KNOX, IN

STARKE COUNTY ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18[1]
NA when local weather not available.
[1]Category D, 800-2¼.

KOKOMO, IN

KOKOMO MUNI ..... **ILS or LOC Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR Rwy 23
VOR Rwy 32
NA when local weather not available.

LAFAYETTE, IN

PURDUE UNIVERSITY ..... **ILS Rwy 10[12]**
RNAV (GPS) Rwy 10[34]
RNAV (GPS) Rwy 28[34]
VOR-A[15]
[1]NA when control tower closed.
[2]ILS, Category D, 800-2¼. LOC, NA.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Category D, 800-2¼.

LANCASTER, OH

FAIRFIELD COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

LIMA, OH

LIMA ALLEN COUNTY .... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 28
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LOGANSPORT, IN

CASS COUNTY ..... **VOR/DME RNAV Rwy 27**
VOR -A
NA except standard for operators with approved weather reporting service.

LORAIN/ELYRIA, OH

LORAIN COUNTY RGNL ..... **RNAV (GPS) Rwy 7**
VOR-A
NA when local weather not available.

MANSFIELD, OH

MANSFIELD LAHM RGNL ..... **ILS or LOC Rwy 32[1]**
NDB Rwy 32[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 23[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

MARION, OH

MARION MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 25
VOR-A
NA when local weather not available.

MOUNT VERNON, OH

KNOX COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

MUNCIE, IN

DELAWARE COUNTY RGNL ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 20[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 20[2]
VOR Rwy 32[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

NEW PHILADELPHIA, OH

HARRY CLEVER FIELD ..... **VOR-A**
Category C, 800-2¼.

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NAME ALTERNATE MINIMUMS

NEWARK, OH

NEWARK-HEATH ..... **LOC Rwy 9**[1]
VOR-A[2]

[1]Category D, 800-2¼.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

SHELBYVILLE, IN

SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

SOUTH BEND, IN

SOUTH BEND RGNL ..... **ILS or LOC Rwy 9R**[1]
ILS or LOC Rwy 27L[1]
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[1]

[1]NA when control tower closed.
[2]NA when local weather not available.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI ..... **ILS or LOC Rwy 24**[12]
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[3]

[1]NA when control tower closed.
[2]ILS, LOC, Category E, 900-3.
[3]NA when local weather not available.

TERRE HAUTE, IN

TERRE HAUTE INTL-HULMAN FIELD ..... **LOC BC Rwy 23**[1]
RADAR-1[12]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 32[3]

[1]Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

NAME ALTERNATE MINIMUMS

TOLEDO, OH

METCALF FIELD ..... **VOR Rwy 4**
Category C, 800-2¼; Category D, 800-2½.

TOLEDO EXPRESS ..... **ILS or LOC Rwy 7**[1]
ILS or LOC Rwy 25[23]
RADAR-1[4]
RNAV (GPS) Rwy 7[24]
RNAV (GPS) Rwy 25[4]

[1]ILS, Category E, 800-2½.
[2]NA when local weather not available.
[3]ILS,LOC,Category E, 800-2½.
[4]Category E, 800-2½.

URBANA, OH

GRIMES FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

VALPARAISO, IN

PORTER COUNTY MUNI ..... **ILS Rwy 27**[1]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]

[1]LOC, NA.
[2]NA when local weather not available.

VAN WERT, OH

VAN WERT COUNTY ..... **NDB Rwy 9**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

WARSAW, IN

WARSAW MUNI ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

WILMINGTON, OH

AIRBORNE AIRPARK ..... **ILS or LOC Rwy 4L[14]**
ILS or LOC Rwy 4R[12]
ILS Rwy 22L[12]
RNAV (GPS) Rwy 22R[4]
VOR or GPS Rwy 4L[3]
VOR/DME Rwy 22R[45]
VOR Rwy 22R[3]

[1]ILS, Category D, 700-2.
[2]NA when control tower closed except for operators with approved weather reporting service.
[3]NA except standard for operators with approved weather reporting service.
[4]NA when local weather not available.
[5]NA when control tower closed.

WOOSTER, OH

WAYNE COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 10[1]

NA when local weather not available.
[1]Category D, 800-2¼.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN
RGNL **RADAR-1**
NA when Youngstown approach control closed.

ZANESVILLE, OH

ZANESVILLE MUNI ..... **VOR or GPS Rwy 4[1]**
VOR or GPS Rwy 22[2]

[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Categories C,D, 900-3.

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AKRON, OH

Amdt. 23A, April 8, 2010 (FAA) ELEV **1228**

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▼ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1		AB	**1720**/24	511	(600-½)	CD	**1720**/50	511	(600-1)
	5		AB	**1640**-1	438	(500-1)	C	**1640**-1¼	438	(500-1¼)
			D	**1640**-1½	438	(500-1½)				
	19		ABC	**1580**/24	362	(400-½)	D	**1580**/50	362	(400-1)
	23		ABC	**1620**/24	392	(400-½)	D	**1620**/50	392	(400-1)
CIRCLING			AB	**1760**-1	532	(600-1)	C	**1760**-1½	532	(600-1½)
			D	**1780**-2	552	(600-2)				

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA) ELEV **418**

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▼

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22		AB	**880**/24	462	(500-½)	C	**880**/40	462	(500-¾)
			D	**880**/50	462	(500-1)				
	4		AB	**880**-1	495	(500-1)	C	**880**-1¼	495	(500-1¼)
			D	**880**-1½	495	(500-1½)				
	36		AB	**880**-1	497	(500-1)	C	**880**-1¼	497	(500-1¼)
			D	**880**-1½	497	(500-1½)				
	18		AB	**880**-1	484	(500-1)	C	**880**-1¼	484	(500-1¼)
			D	**880**-1½	484	(500-1½)				
CIRCLING			A	**940**-1	522	(600-1)	B	**960**-1	542	(600-1)
			C	**960**-1½	542	(600-1½)	D	**980**-2	562	(600-2)

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

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FORT WAYNE, IN

Amdt. 25, JUL 2, 2009 (FAA) ELEV **814**

FORT WAYNE INTL

RADAR - 127.2 284.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**1300**/24	486	(500-½)	C	**1300**/40	486	(500-¾)
		D	**1300**/50	486	(500-1)	E	**1300**/60	486	(500-1¼)
	14	AB	**1300**-1	498	(500-1)	C	**1300**-1¼	498	(500-1¼)
		D	**1300**-1½	498	(500-1½)	E	**1300**-1¾	498	(500-1¾)
	23	AB	**1300**-1	501	(600-1)	CD	**1300**-1½	501	(600-1½)
		E	**1300**-1¾	501	(600-1¾)				
	32	AB	**1260**/24	460	(500-½)	C	**1260**/40	460	(500-¾)
		DE	**1260**/50	460	(500-1)				
CIRCLING		AB	**1300**-1	486	(500-1)	C	**1300**-1½	486	(500-1½)
		D	**1380**-2	566	(600-2)	E	**1520**-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.
Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

21 OCT 2010 to 18 NOV 2010

GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV **812**

RADAR - Ctc APP CON - **(E)** 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	5[2]		AB	**1180**/24	368	(400-½)
			CDE	**1180**/40	368	(400-¾)
	23[3]		AB	**1260**/24	460	(500-½)
			C	**1260**/40	460	(500-¾)
			DE	**1260**/50	460	(500-1)
CIR	All Rwy		AB	**1340**-1	528	(600-1)
			C	**1340**-1½	528	(600-1½)
			D	**1380**-2	568	(600-2)
			E	**1440**-2	628	(700-2)

[1]No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). [2]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [3]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

21 OCT 2010 to 18 NOV 2010

MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA) ELEV **1297**

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	AB	**1700**-1	405	(500-1)	CD	**1700**-1¼	405	(500-1¼)
	5	AB	**1740**-1	443	(500-1)	C	**1740**-1¼	443	(500-1¼)
		D	**1740**-1½	443	(500-1½)				
CIRCLING		AB	**1760**-1	463	(500-1)	C	**1760**-1½	463	(500-1½)
		D	**1880**-2	583	(600-2)				

When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA) ELEV **589**

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**920**/24	347	(400-½)	DE	**920**/50	347	(400-1)
	32	ABCD	**920**-1	331	(400-1)	E	**920**-1¼	331	(400-1¼)
	23	ABC	**940**-1	357	(400-1)	DE	**940**-1¼	357	(400-1¼)
CIRCLING		A	**1020**-1	431	(500-1)	B	**1040**-1	451	(500-1)
		C	**1040**-1½	451	(500-1½)	D	**1140**-2	551	(600-2)
		E	**1240**-2¼	651	(700-2¼)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.
Circling not authorized NW of Rwys 5/23 for Category E aircraft.
When control tower closed, procedure NA.

21 OCT 2010 to 18 NOV 2010

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TOLEDO, OH

Amdt. 19A, AUG 26, 2010 (FAA) ELEV **683**

TOLEDO EXPRESS

RADAR - 134.35 317.55 ▽ ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25	ABC	**1040**-½	362	(400-½)	DE	**1040**-1	362	(400-1)
	34	ABC	**1080**-1	412	(500-1)	CD	**1080**-1¼	412	(500-1¼)
		E	**1080**-1½	412	(500-1½)				
	16	ABC	**1060**-1	386	(400-1)	DE	**1060**-1¼	386	(400-1¼)
	7	ABC	**1080**/24	397	(400-½)	DE	**1080**/50	397	(400-1)
CIRCLING		AB	**1180**-1	497	(500-1)	C	**1180**-1½	497	(500-1½)
		D	**1240**-2	557	(600-2)	E	**1360**-2½	677	(700-2½)

For inoperative ALSF-2, increase S-7 CAT D visibility to RVR 6000, CAT E to 1½.
For inoperative MALSR, increase S-25 CAT D/E visibility to 1¼.

YOUNGSTOWN-WARREN, OH Amdt. 13A, MAY 6, 2010 (FAA) ELEV 1196

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5		ABC	**1520**-1	356	(400-1)	D	**1520**-1¼	356	(400-1¼)
	14		ABC	**1520**-½	386	(400-½)	D	**1520**-1	386	(400-1)
	23		ABC	**1580**-1	388	(400-1)	D	**1580**-1¼	388	(400-1¼)
	32		AB	**1600**/24	415	(500-½)	C	**1600**/40	415	(500-¾)
			D	**1600**/50	415	(500-1)				
CIRCLING			A	**1640**-1	444	(500-1)	B	**1660**-1	464	(500-1)
			C	**1660**-1½	464	(500-1½)	D	**1760**-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.
Category D S-32 visibility increased ¼ mile for inoperative MALSR.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, OH

AKRON-CANTON RGNL (CAK)
AMDT 5 86352 (FAA)
DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

AKRON FULTON INTL (AKR)
AMDT 1A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 7,** 300-1. **Rwy 19,** 300-1 or std. w/ min. climb of 394' per NM to 1300. **Rwy 25,** 300-1¾ or std. w/ min. climb of 265' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 2100 before turning West. **Rwy 25,** climb runway heading to 2100 before turning North.
NOTE: **Rwy 7,** numerous trees, poles, roads, and terrain points beginning 45' from DER, both sides of centerline, up to 120' AGL/1189' MSL. **Rwy 19,** tree 3244' from DER, 631' right of centerline, 100' AGL/1203' MSL. **Rwy 25,** tower 1.4 NM from DER, 216' left of centerline, 309' AGL/1342' MSL.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

NAME	TAKE-OFF MINIMUMS

ASHLAND, OH

ASHLAND COUNTY (3G4)
AMDT 3 10126 (FAA)
NOTE: **Rwy 1,** trees beginning 61' from DER, 194' right of centerline, up to 50' AGL/1249' MSL. **Rwy 19,** trees beginning 5' from DER, 167' left of centerline, up to 50' AGL/1259' MSL.

ASHTABULA, OH

ASHTABULA COUNTY (HZY)
ORIG 09183 (FAA)
NOTE: **Rwy 8,** trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26,** trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

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ATHENS (ALBANY), OH
OHIO UNIVERSITY SNYDER FIELD (UNI)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 200-1 or std. w/ min. climb of 310' per NM to 1000. **Rwy 25,** 200-1 or std. w/ min. climb of 360' per NM to 1000.
NOTE: **Rwy 7,** trees beginning 4439' from DER, 1034' left of centerline, up to 100' AGL/933' MSL. Trees beginning 2869' from DER, 1171' right of centerline, up to 100' AGL/879' MSL. Vehicle abeam DER 451' left of centerline, 17' AGL/769' MSL. **Rwy 25,** trees beginning 3371' from DER, 425' left of centerline, up to 100' AGL/925' MSL. Trees beginning 1221' from DER, 624' right of centerline, up to 100' AGL/999' MSL.

AUBURN, IN
DE KALB COUNTY(GWB)
AMDT 1 06271 (FAA)
NOTE: **Rwy 9,** multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AG/979' MSL. **Rwy 27,** multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

BARNESVILLE, OH
BARNESVILLE-BRADFIELD (6G5)
ORIG 85297 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BEACH CITY, OH
BEACH CITY (2D7)
ORIG 82245 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

BELLEFONTAINE, OH
BELLEFONTAINE RGNL (EDJ)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb to 2100 via heading 074° before proceeding on course.

BLOOMINGTON, IN
MONROE COUNTY (BMG)
AMDT 5 02052 (FAA)
NOTE: **Rwy 6,** trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24,** trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17,** trees 854' from departure end of runway, 595' left of centerline, 67' AGL/862' MSL. **Rwy 35,** trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

BLUFFTON, OH
BLUFFTON (5G7)
AMDT 1 09183 (FAA)
NOTE: **Rwy 5,** trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.

BOWLING GREEN, OH
WOOD COUNTY (1G0)
AMDT 3 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.
NOTE: **Rwy 18,** building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.

BRAZIL, IN
BRAZIL CLAY COUNTY (0I2)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BRYAN, OH
WILLIAMS COUNTY (0G6)
ORIG 10154 (FAA)
NOTE: **Rwy 7,** vehicles on road beginning 49' from DER, from left to right of centerline, up to 15' AGL/734' MSL. Tree 160' from DER, 323' left of centerline 30' AGL/759' MSL. Trees beginning 324' from DER, 403' right of centerline, up to 101' AGL/829' MSL. **Rwy 25,** vehicles on road beginning 203' from DER, from right to left of centerline, up to 15' AGL744' MSL. Pole 285' from DER, 329' right of centerline, 37' AGL/767' MSL. Trees beginning 2787' from DER, 769' right of centerline, up to 100' AGL/829' MSL.

BUCYRUS, OH
PORT BUCYRUS-CRAWFORD COUNTY (17G)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27,** 300-1.

CADIZ, OH
HARRISON COUNTY (8G6)
AMDT 2 99252 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,31,** 300-1.

CALDWELL, OH
NOBLE COUNTY (I10)
AMDT 1 97146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5, 23,** 400-1.
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning.

CAMBRIDGE, OH
CAMBRIDGE MUNI (CDI)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 500-1 or std. with a min. climb of 350' per NM to 1500.

CARROLLTON, OH
CARROLL COUNTY-TOLSON (TSO)
AMDT 4 99140 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** 300-1.
NOTE: **Rwy 7,** 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25,** 100' AGL trees 200' from departure end of runway, 400' left of centerline.

CELINA, OH

LAKEFIELD (CQA)

AMDT 2 10042 (FAA)

NOTE: **Rwy 8,** trees beginning 782' from DER, 7' right of centerline, up to 100' AGL/969' MSL. Trees beginning 57' from DER, 130' left of centerline, up to 100' AGL/976' MSL. **Rwy 26,** vehicle 63' from DER, 469' right of centerline, 15' AGL/909' MSL. Poles beginning 127' from DER, 145' right of centerline, up to 51' AGL/941' MSL. Antenna 653' from DER, 498' right of centerline, 33' AGL/923' MSL. Trees beginning 1194' from DER, 319' right of centerline, up to 100' AGL/952' MSL.

CHILLICOTHE, OH

ROSS COUNTY (RZT)

AMDT 3 96116 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with min. climb of 340' per NM to 1300. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 1500 before turning right. **Rwy 12,** climb runway heading to 2000 before turning right. **Rwy 23,** climb runway heading to 1500 before turning left.

CINCINNATI, OH

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

AMDT 14 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 7,** std. w/ min. climb of 424' per NM to 1000 or 400-1¾ w/ min. climb of 205' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 413' per NM to 1100 or 600-2¾ w/ min. climb of 228' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R,** std. w/ min. climb of 466' per NM to 1100 or 600-3 w/ min. climb of 223' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 25,** 600-2¾ w/ min. climb of 218' per NM to 1300 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3L,** climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R,** climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7,** climb heading 066° to 1300 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L,** climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R,** climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25,** climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (CON'T)

NOTE: **Rwy 3L,** building and hangers beginning 305' from DER, 259' left of centerline, up to 41' AGL/521' MSL. Trees beginning 957' from DER, 144' right of centerline, up to 77' AGL/556' MSL. Trees 1.2 NM from DER, 2270' left of centerline, up to 97' AGL/866' MSL. Pole 1.6 NM from DER, 320' left of centerline, 68' AGL/797' MSL. **Rwy 3R,** trees beginning 1426' from DER, 196' left of centerline, up to 68' AGL/557' MSL. Trees beginning 840' from DER, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.3 NM from DER, 2393' left of centerline, up to 97' AGL/856' MSL. Pole 1.5 NM from DER, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7,** trees beginning 447' from DER, 68' left of centerline, up to 87' AGL/576' MSL. Trees beginning 664' from DER, 45' right of centerline, up to 88' AGL/575' MSL. Trees 4515' from DER, 1519' right of centerline, up to 81' AGL/720' MSL. Trees 1.3 NM from DER, 2088' right of centerline, up to 85' AGL/824' MSL. **Rwy 21R,** trees beginning 1444' from DER, 203' left of centerline, up to 66' AGL/555' MSL. Trees beginning 1073' from DER, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from DER, 2262' right of centerline, up to 86' AGL/895' MSL. Tower 2.3 NM from DER, 527' left of centerline, 168' AGL/990' MSL. Trees 2.4 NM from DER, 1847' left of centerline, up to 71' AGL/890' MSL. **Rwy 21L,** trees beginning 122' from DER, 63' left of centerline, up to 118' AGL/597' MSL. Trees beginning 15' from DER, 248' right of centerline, up to 82' AGL/571' MSL. Trees 4581' from DER, 1503' left of centerline, up to 144' AGL/723' MSL. Tower 2 NM from DER, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from DER, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25,** sign, pole, hangars, and trees beginning 177' from DER, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, poles, and trees beginning 185' from DER, 5' right of centerline, up to 73' AGL/562' MSL. Tank 1.4 NM from DER, 1755' right of centerline, 210' AGL/1046' MSL. Tower 2.6 NM from DER, 2052' left of centerline, 158' AGL/885' MSL

21 OCT 2010 to 18 NOV 2010

CLEVELAND, OH

BURKE-LAKEFRONT (BKL)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L,** 400-2 or std. w/ a min. climb of 400' per NM to 1800. **Rwy 6R,** 400-2 or std. w/ a min. climb of 360' per NM to 1800. **Rwy 24L,** 300-1½ or std. w/ a min. climb of 527' per NM to 1900. **Rwy 24R,** 200-1 or std. w/ a min. climb of 527' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 6L/6R,** climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R,** climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L,** obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R,** obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL. **Rwy 24L,** monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R,** crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

CLEVELAND-HOPKINS INTL (CLE)
AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L,6R, 10,** climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10,** multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L,** multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R,** tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28,** vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

CLEVELAND, OH (CON'T)

CUYAHOGA COUNTY (CGF)
ORIG 06159 (FAA)

NOTE: **Rwy 6,** trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24,** multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

COLUMBUS, IN

COLUMBUS MUNI (BAK)
ORIG 08269 (FAA)

NOTE: **Rwy 14,** tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

COLUMBUS, OH

BOLTON FIELD (TZR)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4,** tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22,** tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

PORT COLUMBUS INTL (CMH)
AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R,** climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L,** tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R,** trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L,** multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R,** multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

CONNERSVILLE, IN
METTEL FIELD (CEV)
AMDT 2 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-VFR use only.
DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 185° to 1500 before proceeding on course.
NOTE: **Rwy 18,** railroad 311' from departure end of runway, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from departure end of runway, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36,** road 120' from departure end of runway, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from departure end of runway, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from departure end of runway, on centerline, up to 92' AGL/959' MSL.

COSHOCTON, OH
RICHARD DOWNING (I40)
AMDT 1 80164 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

CRAWFORDSVILLE, IN
CRAWFORDSVILLE MU NI (CFJ)
ORIG 10154 (FAA)
NOTE: **Rwy 4,** tree 691' from DER, 324' left of centerline, 100' AGL/889' MSL, vehicle on road, 615' from DER, 41' left of centerline, 17' AGL/816' MSL.

DAYTON, OH
DAYTON-WRIGHT BROTHERS (MGY)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees and road beginning 440' from departure end of runway, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from departure end of runway, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20,** multiple trees beginning 189' from departure end of runway, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from departure end of runway, 364' right of centerline, up to 100' AGL/1026' MSL.

GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)
AMDT 1 07074 (FAA)
NOTE: **Rwy 25,** multiple trees and tower beginning 469' from departure end of runway, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from departure end of runway, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7,** tree 1449' from departure end of runway, 592' right of centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)
AMDT 2 05020 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 250' per NM to 1300'.
NOTES: **Rwy 18,** multiple tanks 4224' from departure end of runway, 1417' left of centerline, 173' AGL/1163' MSL.

DELAWARE, OH
DELAWARE MUNI (DLZ)
ORIG 07298 (FAA)
NOTE: **Rwy 10,** railroad 202' from departure end of runway, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from departure end of runway, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from departure end of runway, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from departure end of runway, 733' right of centerline, 61' AGL/1005' MSL. **Rwy 28,** rising terrain beginning 35' from departure end of runway, 189' left of centerline, 950' MSL. Poles 992' from departure end of runway, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from departure end of runway, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from departure end of runway, 742' right of centerline, 46' AGL/990' MSL.

EAST LIVERPOOL, OH
COLUMBIANA COUNTY (02G)
AMDT 2 86296 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 25,** 400-1.

ELYRIA, OH
ELYRIA (1G1)
NOTE: **Rwy 9,** road 1198' from departure end of runway, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from departure end of runway, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27,** tree 68' from departure end of runway, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from departure end of runway, 454' right of centerline, 100' AGL/854' MSL.

EVANSVILLE, IN
EVANSVILLE RGNL (EVV)
AMDT 8 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1. **Rwy 27,** 300-1¾ or std. w/ a min. climb of 402' per NM to 800. **Rwy 36,** 300-1¾.
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 203° to 1300 before turning right.
NOTE: **Rwy 4,** multiple trees beginning 1259' from DER, 693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9,** water tank, levee, and multiple trees beginning 268' from DER, 13' right of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 2233' from DER, 375' left of centerline, up to 67' AGL/516' MSL. **Rwy 18,** multiple buildings and vehicles on road beginning 265' from DER, 137' right of centerline, up to 62' AGL/447' MSL. Trees, lightpole, railroad, and vehicles on road beginning 268' from DER, 10' left of centerline, up to 100' AGL/489' MSL. **Rwy 22,** building vent, sign, poles, and vehicles on road beginning 167' from DER, 85' right of centerline, up to 36' AGL/421' MSL. Multiple trees beginning 2753' from DER, 337' right of centerline, up to 100' AGL/519' MSL. Buildings, trees, and light poles beginning 1128' from DER, 99' left of centerline, up to 125' AGL/495' MSL. **Rwy 27,** multiple trees, pole, and sign beginning 385' from DER, 87' right of centerline, up to 100' AGL/489' MSL. Poles, railroad, and vehicles on road beginning 418' from DER, 3' left of centerline, up to 43' AGL/422' MSL. Multiple trees and towers beginning 861' from DER, 151' left of centerline, up to 181' AGL/649' MSL. **Rwy 36,** multiple trees and building beginning 1563' from DER, 481' right of centerline, up to 100' AGL/619' MSL. Multiple trees and pole beginning 1425' from DER, 112' left of centerline, up to 84' AGL/514' MSL.

FINDLAY, OH

FINDLAY (FDY)

ORIG 07242 (FAA)

NOTE: **Rwy 7,** road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18,** tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25,** multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36,** pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

FORT WAYNE, IN

FORT WAYNE INTL (FWA)

AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1300' before turning left.

NOTE: **Rwy 5,** trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9,** tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL **Rwy 14,** tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27,** obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32,** trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

SMITH FIELD (SMD)

AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31,** 300-1. **Rwy 23,** 800-2½ or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13,** climb to 2000 on heading 090 before turning south. **Rwys 23, 31,** climb to 2000 on heading 270 before turning south.

FOSTORIA, OH

FOSTORIA METROPOLITAN (FZI)

AMDT 1 10154 (FAA)

NOTE: **Rwy 9,** trees beginning 343' from DER, 584' left of centerline, up to 74' AGL/823' MSL. Trees beginning 26' from DER, 277' right of centerline, up to 75' AGL/820' MSL. **Rwy 27,** trees beginning 938' from DER, 342' left of centerline, up to 100' AGL/859' MSL. Trees beginning 379' from DER, 444' right of centerline, up to 64' AGL/806' MSL. Building 2' from DER, 500' left of centerline, 8' AGL/758' MSL. Building 262' from DER, 523' right of centerline, 34' AGL/776' MSL. SILO 292' from DER, 376' right of centerline, 36' AGL/778' MSL. Pole 898' from DER, 413' right of centerline, 39' AGL/778' MSL. Power pole 961' from DER, 562' right of centerline, 48' AGL/790' MSL.

FRANKFORT, IN

FRANKFORT MUNI (FKR)

ORIG 10154 (FAA)

NOTE: **Rwy 4,** vehicles on highway, beginning 148' from DER, left to right of centerline, 17' AGL/894' MSL. Building 442' from DER, 601' right of centerline, 40' AGL/897' MSL. Building 606' from DER, 373' left of centerline, 40' AGL/917' MSL. Plant 3169' from DER, 712' right of centerline, 87' AGL/942' MSL. **Rwy 9,** crops 389' from DER, left to right of centerline, 10' AGL/872' MSL. **Rwy 22,** crops 200' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway beginning 369' from DER, 583' right of centerline, 17' AGL/876' MSL. **Rwy 27,** crops 299' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway 743' from DER, left and right of centerline, 17' AGL/876' MSL.

FREMONT, OH

FREMONT (14G)

AMDT 2 09295

TAKE-OFF MINIMUMS: **Rwys 18,36,** NA-Environmental.

NOTE: **Rwy 9,** train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27,** road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

FRENCH LICK, IN

FRENCH LICK MUNI (FRH)

ORIG 08101 (FAA)

NOTE: **Rwy 8,** Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26,** Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

GALLIPOLIS, OH

GALLIA-MEIGS RGNL (GAS)

AMDT 2A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 500-1. **Rwy 23,** 800-3 or std. w/ min. climb of 331' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 5,** climb straight ahead to 2100 before proceeding on course. **Rwy 23,** climb via 215° track to 1500 before proceeding on course.

GARY, IN

GARY/CHICAGO INTL (GYY)

AMDT 6 97310 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30,** 300-1.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 1200 before proceeding on course. **Rwy 20,** climb to 1200 on heading 220° before proceeding on course.

GEORGETOWN, OH
BROWN COUNTY (GEO)
AMDT 2 10238 (FAA)
NOTE: **Rwy 18,** vehicle on road beginning 430' from DER, 116' right of centerline, up to 15' AGL/974' MSL. Vehicle on road beginning 400' from DER, 155' left of centerline, up to 15' AGL/974' MSL. **Rwy 36,** trees 328' from DER, 232' right of centerline, up to 100' AGL/1059' MSL. Trees 301' from DER, 452' left of centerline, up to 100' AGL, 1069' MSL.

GOSHEN, IN
GOSHEN MUNI (GSH)
ORIG 08157 (FAA)
NOTE: **Rwy 5,** Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9,** Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23,** Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27,** Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCASTLE, IN
PUTNAM COUNTY (4I7)
ORIG 08045 (FAA)
NOTE: **Rwy 18,** Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13'AGL/822'MSL. Fence 214' from departure end of runway, 307' left of centerline, 16'AGL/825'MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36,** Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

GREENSBURG, IN
GREENSBURG MUNI (I34)
AMDT 1A 09099 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

GRIFFITH, IN
GRIFFITH - MERRILLVILLE (05C)
AMDT 4 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 502' per NM to 1000.
NOTE: **Rwy 8,** multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26,** multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up t o 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up t o 100' AGL/744' MSL.

HAMILTON, OH
BUTLER COUNTY RGNL (HAO)
AMDT 3 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29,** 300-1 or std. with a min. climb of 420' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 11,** climb to 1700 via heading 110° before turning on course. **Rwy 29,** climb to 1700 via heading 290° before turning on course.
NOTE: **Rwy 11,** trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29,** trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

HARRISON, OH
CINCINNATI WEST (I67)
AMDT 2 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27,** NA-obstacles. **Rwy 19,** 500-3 or std. w/ min. climb of 253' per NM to 1300.
NOTE: **Rwy 1,** multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19,** road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

HILLSBORO, OH
HIGHLAND COUNTY (HOC)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HUNTINGBURG, IN
HUNTINGBURG (HNB)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

HUNTINGTON, IN
HUNTINGTON MUNI (HHG)
AMDT 1 87183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-1.

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)
AMDT 1 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3,** antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21,** trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

GREENWOOD MUNI (HFY)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 441' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning right.

NOTE: **Rwy 1,** hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up to 77' AGL/898' MSL. **Rwy 19,** multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)
ORIG 08157 (FAA)

NOTE: **Rwy 18,** Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36,** Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.

INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS EXECUTIVE (TYQ)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/972' MSL. **Rwy 36,** multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/1019' MSL.

INDIANAPOLIS INTL (IND)
ORIG 07018 (FAA)

NOTES: **Rwy 5R,** tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L,** rod on obstruction light MCWV tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128'AGL/923'MSL. **Rwy 23R,** tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32,** antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)
AMDT 2 92281 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15, 33,** 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)
AMDT 1 84243 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb to 2000 on a 270° heading before turning south.

JACKSON, OH

JAMES A. RHODES (I43)
AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2. **Rwy 19,** 300-1½

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning left.

NOTE: **Rwy 1,** car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19,** pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

JEFFERSONVILLE, IN
CLARK RGNL (JVY)
AMDT 2 10266 (FAA)
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 140° to 1300 before turning west. **Rwy 18,** climb heading 182° to 1500 before turning west. **Rwy 32,** climb heading 335° to 1900 before turning west. **Rwy 36,** climb heading 002° to 1600 before turning west.
NOTE: **Rwy 14,** sign 22' from DER, 88' right of centerline, 22' AGL/465' MSL. Tree 262' from DER, 361' left of centerline, 77' AGL/527' MSL. Trees beginning 499' from DER, 175' left of centerline, up to 93' AGL/543' MSL. Trees beginning 596' from DER, 175' right of centerline, up to 96' AGL/536' MSL. Transmission tower and tree beginning 1668' from DER, 306' left of centerline, up to 89' AGL/569' MSL. Tree and transmission towers 1942' from DER, 98' right of centerline, 145' AGL/603' MSL. **Rwy 18,** tree 262' from DER, 524' left of centerline, 60' AGL/490' MSL. Trees beginning 301' from DER, 474' right of centerline, up to 65' AGL/495' MSL. Trees and transmission towers beginning 626' from DER, 105' left of centerline, up to 146' AGL/605' MSL. Trees and light pole beginning 764' from DER, 154' right of centerline, up to 150' AGL/603' MSL. Trees beginning 1375' from DER, 35' left of centerline, up to 121' AGL/551' MSL. Trees beginning 1720' from DER, 28' right of centerline, up to 99' AGL/559' MSL. Transmission towers and catenary beginning 4640' from DER, up to 120' AGL/600' MSL. **Rwy 32,** sign 19' from DER, 87' left of centerline, 14' AGL/474' MSL. Trees beginning 192' from DER, 324' right of centerline, up to 76' AGL/546' MSL. Tree 385' from DER, 269' left of centerline, 61' AGL/531' MSL. Building 559' from DER, 165' right of centerline, 25' AGL/485' MSL. Pole and tree 1026' from DER, 25' left of centerline, up to 47' AGL/507' MSL. Tree 1053' from DER, 510' left of centerline, 90' AGL/560' MSL. Tree 2052' from DER, 12' left of centerline, 99' AGL/569' MSL. **Rwy 36,** tree 1736' from DER, 909' right of centerline, 73' AGL/533' MSL.

KENDALLVILLE, IN
KENDALLVILLE MUNI (C62)
AMDT 2 86016 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before turning south.

KENTLAND, IN
KENTLAND MUNI (50I)
ORIG 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 400-1.
DEPARTURE PROCEDURE: **Rwy 27,** turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.

KENTON, OH
HARDIN COUNTY (I95)
AMDT 2 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

KNOX, IN
STARKE COUNTY (OXI)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.
NOTE: **Rwy 36,** tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL.
Rwy 18, trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

KOKOMO, IN
KOKOMO MUNI (OKK)
ORIG 10210 (FAA)
NOTE: **Rwy 5,** trees beginning 501' from DER, 362' right of centerline, up to 41' AGL/870' MSL. Silo and trees beginning 639' from DER, 457' left of centerline, up to 52' AGL/881' MSL. **Rwy 14,** trees, bushes and silo beginning 7' from DER, 196' left of centerline, up to 51' AGL/890' MSL. **Rwy 23,** sign, pole, trees and road beginning 22' from DER, 7' right of centerline, up to 66' AGL/905' MSL. **Rwy 32,** hangar and pole beginning 153' from DER, 490' right of centerline, up to 23' AGL/852' MSL. Trees and silo beginning 949' from DER, 279' left of centerline, up to 51' AGL/877' MSL.

LA PORTE, IN
LA PORTE MUNI (PPO)
AMDT 2 07186 (FAA)
NOTE: **Rwy 14,** power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20,** power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

LAFAYETTE, IN
PURDUE UNIVERSITY (LAF)
AMDT 1 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23,** 400-2¼ or std. w/ min. climb of 220' per NM to 1100.
NOTE: **Rwy 5,** multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10,** multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23,** rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28,** multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

LANCASTER, OH
FAIRFIELD COUNTY (LHQ)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1. **Rwy 28,** 300-1.

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LIMA, OH
LIMA ALLEN COUNTY (AOH)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.
NOTE: **Rwy 10,** bush beginning 162' from DER, 310' right of centerline, up to 4' AGL/983' MSL. **Rwy 28,** multiple trees beginning 1343' from DER, 160' right of centerline, up to 71' AGL/1015' MSL.

LOGANSPORT, IN
LOGANSPORT/CASS COUNTY (GGP)
ORIG 07186 (FAA)
NOTE: **Rwy 9,** transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

LONDON, OH
MADISON COUNTY (UYF)
ORIG 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LORAIN/ELYRIA, OH
LORAIN COUNTY RGNL (LPR)
ORIG 06159 (FAA)
NOTE: **Rwy 7,** multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25,** bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

LOWELL, IN
LOWELL (C97)
ORIG 82357 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

MADISON, IN
MADISON MUNI (IMS)
AMDT 2 08213(FAA)
NOTE: **Rwy 3,** Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21,** Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

MANSFIELD, OH
MANSFIELD LAHM RGNL (MFD)
ORIG 09071 (FAA)
NOTE: **Rwy 5,** trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32,** trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

MARION, IN
MARION MUNI (MZZ)
ORIG 02164 (FAA)
NOTE: **Rwy 4,** trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15,** trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22,** trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33,** trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.

MARION, OH
MARION MUNI (MNN)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb heading 245° to 1600 before turning right.
NOTE: **Rwy 7,** trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL. Multipletrees beginning 36' from departure end of runway, 280' right of centerline, up to 43' AGL/1033' MSL. **Rwy 13,** trees 512' from departure end of runway, 277' left of centerline, up to 100' AGL/1089' MSL. Road 491' from departure end of runway, 15' AGL/1004' MSL. **Rwy 25,** obstruction light on antenna 419' from departure end of runway, 407' left of centerline, up to 13' AGL/1008' MSL. Road 434' from departure end of runway, 15' AGL/1004' MSL. **Rwy 31,** trees 2186' from departure end of runway, up to 100' AGL/1089' MSL. Road 355' from departure end of runway, 485' left of centerline, 15' AGL/1004' MSL.

MARYSVILLE, OH
UNION COUNTY (MRT)
AMDT 2 89320 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

MEDINA, OH
MEDINA MUNI (1G5)
AMDT 3 06159 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 562' from departure end of runway, 588' left of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 1925' from departure end of runway, on centerline, up to 100' AGL/1319' MSL. **Rwy 9,** multiple trees beginning 305' from departure end of runway, 396' right of centerline, up to 100' AGL/1249' MSL, tower 3627' from departure end of runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy 19,** multiple trees beginning at departure end of runway, 112' left of centerline, up to 100' AGL/1249' MSL. **Rwy 27,** multiple trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/1319' MSL, multiple trees beginning at departure end of runway, 366' right of centerline, up to 100' AGL/1279' MSL.

MICHIGAN CITY, IN
MICHIGAN CITY MUNI (MGC)
AMDT 2 10266 (FAA)
DEPARTURE PROCEDURE: **Rwy 20,** climb heading 203° to 1200 before turning left.
NOTE: **Rwy 2,** vehicle on road beginning 97' from DER, 191' left of centerline, up to 15' AGL/654' MSL. Vehicle on road 374' from DER, 555' right of centerline, 15' AGL/674' MSL. Trees beginning 169' from DER, left and right of centerline, up to 50' AGL/709' MSL. **Rwy 20,** trees beginning at DER, 181' right of centerline, up to 50' AGL/709' MSL. Vehicles on road 208' from DER, left and right of centerline, 17' AGL/676' MSL. Trees beginning 1418' from DER, left and right of centerline, up to 50' AGL/719' MSL.

MIDDLEFIELD, OH
GEAUGA COUNTY (7G8)
AMDT 3 06159 (FAA)
NOTE: **Rwy 11,** railroad 331' from departure end of runway, 315' left of centerline, 23' AGL/1182' MSL. Trees 3144' from departure end of runway, 671' left of centerline, 100' AGL/1249' MSL. **Rwy 29,** railroad 349' from departure end of runway, 521' left of centerline, 23' AGL/1212' MSL. Multiple buildings 993' from departure end of runway, 294' right of centerline, 40' AGL/1239' MSL. Trees 1875' from departure end of runway, 791' right of centerline, 100' AGI/1319' MSL. Tank 2251' from departure end of runway, 578' right of centerline, 125' AGL/1315' MSL.

MIDDLETOWN, OH
MIDDLETOWN RGNL/HOOK FIELD (MWO)
AMDT 1 09295(FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 23,** 300-1.
Rwy 26, 400-1.
DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26,** climb on runway heading to 1700' before proceeding on course.

MILLERSBURG, OH
HOLMES COUNTY (10G)
AMDT 1 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.
NOTE: **Rwy 9,** trees beginning 520' from DER, 4' right of centerline, up to 80' AGL/1239' MSL. **Rwy 27,** pole 507' from DER, 251' right of centerline, 34' AGL/1251' MSL.

MONTICELLO, IN
WHITE COUNTY (MCX)
AMDT 2 85101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 600-1 or std. with a min. climb of 250' per NM to 1300.

MT. GILEAD, OH
MORROW COUNTY (4I9)
AMDT 1 83048
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

MT. VERNON, OH
KNOX COUNTY (4I3)
ORIG 09015 (FAA)
NOTE: **Rwy 28,** trees 2121' from departure end of runway, 361' right of centerline, 47' AGL/1246' MSL.

MUNCIE, IN
DELAWARE COUNTYRGNL (MIE)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees beginning 888' from departure end of runway, 412' right of centerline, up to 47' AGL/980' MSL. Tree and towers beginning 2554' from departure end of runway, 46' left of centerline, up to 113' AGL/1046' MSL. **Rwy 14,** tree 2061' from departure end of runway, 1004' right of centerline, 69' AGL/1005' MSL. **Rwy 20,** tree 1463' from departure end of runway, 564' left of centerline, 82' AGL/1019' MSL. Multiple trees beginning 1119' from departure end of runway, 171' right of centerline, up to 62' AGL/999' MSL. **Rwy 32,** multiple bushes beginning 86' from departure end of runway, 447' left of centerline, up to 12' AGL/940' MSL.

NAPPANEE, IN
NAPPANEE MUNI (C03)
AMDT 1 81036 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

NEW LEXINGTON, OH
PERRY COUNTY (I86)
ORIG 84243 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

NEW PHILADELPHIA, OH
HARRY CLEVER FIELD (PHD)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 600-1. **Rwy 14,** 500-1 or std. with a min. climb to 330' per NM to 1600. **Rwy 32,** 500-1 or std. with a min. climb 380' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11,14,29,32,** climb runway heading to 1600 before turning.

NEWARK, OH
NEWARK-HEATH (VTA)
AMDT2 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 600-3 or std. w/ min. climb of 354' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1800 before proceeding on course.
NOTE: **Rwy 9,** Vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.

NORTH VERNON, IN
NORTH VERNON (OVO)
ORIG 09239 (FAA)
NOTE: **Rwy 5,** tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15,** fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23,** trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL.**Rwy 33,** fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

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NORWALK, OH
NORWALK-HURON COUNTY (5A1)
AMDT 1 83286 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

OTTAWA, OH
PUTNAM COUNTY (OWX)
ORIG 09239 (FAA)
NOTE: **Rwy 9,** trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27,** road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

OXFORD, OH
MIAMI UNIVERSITY (OXD)
AMDT 1 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

PAINESVILLE, OH
CONCORD AIRPARK (2G1)
AMDT 2 06159 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-1¾ or std. w/ a min. climb of 310' per NM to 1500.
NOTE: **Rwy 2,** numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20,** numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.

PERU, IN
PERU MUNI (I76)
AMDT 3 07018 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centelrine, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19,** multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.

PHILLIPSBURG, OH
PHILLIPSBURG (3I7)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1.

PLYMOUTH, IN
PLYMOUTH MUNI (C65)
ORIG 74199 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

PORT CLINTON, OH
CARL R. KELLER FIELD (PCW)
AMDT 6 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 27,** for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 9,** multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18,** multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27,** multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36,** trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of cenerline, 100' AGL/719' MSL.

PORTLAND, IN
PORTLAND MUNI (PLD)
ORIG 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA - Turf runways.
NOTE: **Rwy 9,** multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27,** barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.

PORTSMOUTH, OH
GREATER PORTSMOUTH RGNL (PMH)
AMDT 2 91262 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 170° to 1200 before proceeding on course.

RENSSELAER, IN
JASPER COUNTY (RZL)
AMDT 1 88014 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb to 1100 on runway heading before proceeding on course.

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RICHMOND, IN
RICHMOND MUNI (RID)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Environmental.
NOTE: **Rwy 15,** tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24,** road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33,** trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

ROCHESTER, IN
FULTON COUNTY (RCR)
ORIG 08269 (FAA)
NOTE: **Rwy 11,** terrain 469' right of centerline, 797' MSL. Trees beginning 619' from from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29,** pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.

ST. CLAIRSVILLE, OH
ALDERMAN (2P7)
AMDT 2 91010 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb on runway heading to 1800 before proceeding on course.

SALEM, OH
SALEM AIRPARK, INC (38D)
AMDT 1 97058 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 2200 before turning south.

SANDUSKY, OH
GRIFFING-SANDUSKY (SKY)
AMDT 1 81162 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27,** 300-1.

SEBRING, OH
TRI-CITY (3G6)
ORIG 76036 (FAA)
DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 3000 before turning east.

SEYMOUR, IN
FREEMAN MUNI (SER)
ORIG 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 046° to 1100 before turning left. **Rwy 14,** climb heading 136° to 1100 before turning right.
NOTE: **Rwy 5,** multiple trees beginning 845' from departure end of runway, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from departure end of runway, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from departure end of runway, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14,** multiple trees beginning 2285' from departure end of runway, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32,** multiple trees beginning 2339' from departure end of runway, 383' left of centerline, up to 63' AGL/662' MSL.

SHELBY, OH
SHELBY COMMUNITY (12G)
AMDT 1 83076 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36,** 300-1.

SHELBYVILLE, IN
SHELBYVILLE MUNI (GEZ)
AMDT 4A 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1400 before turning west on course. **Rwys 9, 19,** climb runway heading to 1300 before turning on course. **Rwy 27,** climb to 1500 on heading 240° before turning north on course.

SIDNEY, OH
SIDNEY MUNI (I12)
AMDT 2 91038 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 10, 23,** 300-1. **Rwy 28,** 300-1 or std. with a min. climb of 350' per NM to 1300.

21 OCT 2010 to 18 NOV 2010

SOUTH BEND, IN

SOUTH BEND RGNL (SBN)
AMDT 9 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R,** 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R,** climb heading 092° to 2000 before turning South. **Rwy 18,** climb heading 182° to 2000 before turning East.

NOTE: **Rwy 9L,** tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18,** powerline and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L,** light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R,** tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36,** terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI (SGH)
ORIG 08157 (FAA)

NOTE: **Rwy 6,** Trees beginning 642' from departure end of runway, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from departure end of runway, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15,** Multiple trees beginning 1357' from departure end of runway, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from departure end of runway, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24,** Trees beginning 1387' from departure end of runway, 66' left of centerline, up to 58' AGL/1109' MSL. Windsock 1' from departure end of runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33,** Tree 183' from departure end of runway, 438' right of centerline, 24' AGL/1066' MSL.

STEUBENVILLE, OH

JEFFERSON COUNTY AIRPARK (2G2)
ORIG 00055 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 2200 before turning north.

SULLIVAN, IN

SULLIVAN COUNTY (SIV)
AMDT 1 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before turning west on course. **Rwys 18,36,** climb runway heading to 1800 before turning east on course.

TELL CITY, IN

PERRY COUNTY MUNI (TEL)
AMDT 1 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

TERRE HAUTE, IN

SKY KING (3I3)
AMDT 2 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 18,** 300-1.

DEPARTURE PROCEDURE: **Rwy 26,** climb to 1400 on runway heading before turning south. **Rwy 18,** climb to 1400 on runway heading before turning west.

TERRE HAUTE INTL-HULMAN FIELD (HUF)
ORIG 08213 (FAA)

NOTE: **Rwy 5,** Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14,** trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18,** terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL . Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32,** trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36,** trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

TIFFIN, OH

SENECA COUNTY(16G)
AMDT 2 09183 (FAA)

NOTE: **Rwy 6,** multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24,** multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

TOLEDO, OH
METCALF FIELD (TDZ)
AMDT 2A 07326 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 22,32,** 300-1. **Rwy 4,** 2100-2 or std. with a min. climb of 300' per NM to 2100.
DEPARTURE PROCEDURE: **Rwys 14, 22, 32,** climb runway heading to 2000 before turning.
NOTE: **Rwy 14,** tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.

TOLEDO EXPRESS (TOL)
AMDT 2 89040 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 260' per NM to 1000'.
DEPARTURE PROCEDURE: **Rwy 25,** climb runway heading to 1100' before turning.

UPPER SANDUSKY, OH
WYANDOT COUNTY (56D)
ORIG 80150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

URBANA, OH
GRIMES FIELD (I74)
AMDT 1 10266 (FAA)
NOTE: **Rwy 2,** numerous trees beginning 995' from DER, 6' left of centerline, up to 100' AGL/1152' MSL. Numerous trees beginning from 2106' from DER, 327' right of centerline, up to 100' AGL/1140' MSL. Numerous power poles 1204' from DER, 654' right of centerline, 55' AGL/1125' MSL. **Rwy 20,** numerous trees beginning 5' from DER, 487' left of centerline, up to 100' AGL/1111' MSL. Tank 5459' from DER, 1062' left of centerline, 170' AGL/1195' MSL. Numerous trees beginning 672' from DER, 92' right of centerline, up to 100' AGL/1120' MSL.

VALPARAISO, IN
PORTER COUNTY MUNI (VPZ)
ORIG 08045 (FAA)
NOTE: **Rwy 9,** Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18,** Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27,** Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36,** Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

VAN WERT, OH
VAN WERT COUNTY (VNW)
AMDT 3 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 9,** tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.

VERSAILLES, OH
DARKE COUNTY (VES)
AMDT 2A 10154 (FAA)
NOTE: **Rwy 9,** trees 149' from DER, 353' left of centerline up to 50' AGL/1085' MSL. Tower 320' from DER, 326' left of centerline, 30' AGL/1033' MSL. Vehicle on road, 434' from DER, on centerline, 15' AGL/1019' MSL. **Rwy 27,** vehicle on road, 373' from DER, on centerline, 15' AGL/1019' MSL.

WADSWORTH, OH
WADSWORTH MUNI (3G3)
AMDT 1 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10,** std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20,** 300-1¼ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28,** 400-2½ or std. w/ min. climb of 457' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28,** climb heading 277° to 1600 before proceeding on course.
NOTE: **Rwy 2,** vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL. Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10,** trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20,** vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28,** building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

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WAPAKONETA, OH
NEIL ARMSTRONG (AXV)
AMDT 2 08213(FAA)
NOTE: **Rwy 8,** vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26,** obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

WARSAW, IN
WARSAW MUNI (ASW)
AMDT 2 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 242' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
NOTE: **Rwy 9,** multiple trees beginning 1369' from DER, 176' left of centerline, up to 68' AGL/908' MSL. Vehicles on road, 185' from DER, 264' left of centerline, 15' AGL/866' MSL. Obstruction light on tower, 5640' from DER, 105' left of centerline, 171' AGL/1020' MSL. Vehicles on road, 182' from DER, 22' right of centerline, 15' AGL/865' MSL. **Rwy 18,** tree 1276' from DER, 298' right of centerline, 65' AGL/905' MSL. **Rwy 27,** tree 1127' from DER, 521' right of centerline, 37' AGL/877' MSL. **Rwy 36,** vehicles on road 505' from DER, on centerline, 15' AGL/864' MSL. Trees beginning 1768' from DER, 32' left of centerline, up to 100' AGL/929' MSL. Tree 1666' from DER, 569' right of centerline, 100' AGL/929' MSL.

WASHINGTON, IN
DAVIESS COUNTY (DCY)
ORIG 84045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

WASHINGTON COURT HOUSE, OH
FAYETTE COUNTY (I23)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 268' per NM to 1400.
NOTE: **Rwy 5,** train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23,** train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.

WAUSEON, OH
FULTON COUNTY (USE)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

WAVERLY, OH
PIKE COUNTY (EOP)
ORIG-A 07270 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.
NOTE: **Rwy 7,** building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL. **Rwy 25,** 60' AGL trees 500' from departure end of runway 170' left of centerline.

WEST UNION, OH
ALEXANDER SALAMON (AMT)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb straight ahead to 1700 before turning west.

WILLARD, OH
WILLARD (8G1)
AMDT 1 81134 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before proceeding on course.

WILLOUGHBY, OH
WILLOUGHBY LOST NATION MUNI (LNN)
AMDT 2 06159 (FAA)
DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 099° to 1600 before proceeding on course. **Rwy 23,** climb via heading 233° to 1400 before proceeding on course. **Rwy 28,** climb via heading 279° to 1400 before proceeding on course.
NOTE: **Rwy 5,** tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10,** pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23,** tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28,** tree 1336' from departure end ofrunway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' rightof centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.

WILMINGTON, OH

AIRBORNE AIRPARK (ILN)

ORIG 09239 (FAA)

NOTE: **Rwy 4L,** tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L,** tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.

CLINTON FIELD (I66)

AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 3,** multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21,** multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.

WOODSFIELD, OH

MONROE COUNTY (4G5)

AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

WOOSTER, OH

WAYNE COUNTY (BJJ)

AMDT 1 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

WRIGHT-PATTERSON AFB (KFFO)

DAYTON, OH 09295

Rwy 5R, 200-1½*

Rwy 23R, 400-2¾**

Rwy 23L, 400-2¾***

* Or standard with minimum climb of 240ft/NM to 1100'.

** Or standard with minimum climb of 260ft/NM to 1300'.

*** Or standard with minimum climb of 210ft/NM to 1300'.

Rwy 5R, Climb on track 050° until reaching 1100.

TAKE-OFF OBSTACLES: **Rwy 23L:** 43' AGL VORTAC, 850' from DER, 662' right of centerline.

Rwy 5L: Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.

YOUNGSTOWN, OH

LANSDOWNE (04G)

AMDT 2 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 20,** 1500-2.

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20,** climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.

YOUNGSTOWN, OH (CON'T)

YOUNGSTOWN ELSER METRO (4G4)

AMDT 1 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¾ or std. w/ min. climb of 237' per NM to 1500. **Rwy 28,** 300-1 or std. w/ a min. climb of 463' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 098° to 2000 before proceeding on course. **Rwy 28,** climb heading 278° to 1700 before turning right.

NOTE: **Rwy 10,** vehicle on road 200' from DER, on centerline, 15' AGL/1104' MSL. Hangar and trees beginning 34' from DER, 203' right of centerline, up to 100' AGL/1189' MSL. Trees and tower beginning 283' from DER, 322' left of centerline, up to 138' AGL/1332' MSL. **Rwy 28,** trees on centerline, beginning 3380' from DER, up to 100' AGL/1209' MSL. Trees beginning at DER, 222' right of centerline, up to 100' AGL/1119' MSL. Trees beginning at DER, 191' left of centerline, up to 100' AGL/1119' MSL.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL (YNG)

AMDT 4 90207 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

ZANESVILLE, OH

ZANESVILLE MUNI (ZZV)

ORIG 03359 (FAA)

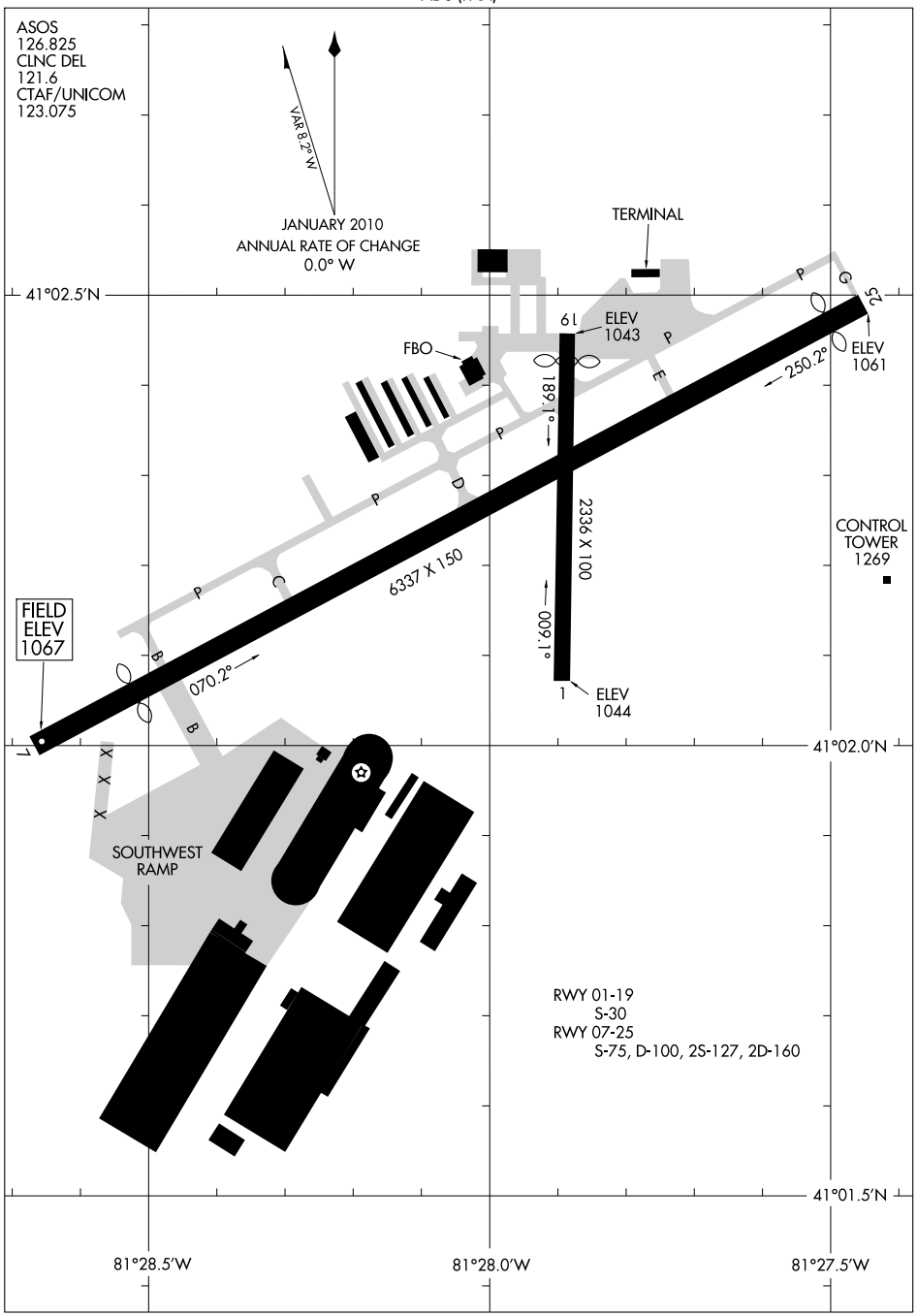
NOTE: **Rwy 22,** tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34,** tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AKRON FULTON INTL (AKR)
AKRON,OHIO

AL-6 (FAA)



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AKRON,OHIO
AKRON FULTON INTL (AKR)

10210

AKRON FULTON INTL (AKR) 0 S UTC−5(−4DT) N41°02.25′ W81°28.02′ **DETROIT**

1067 B **FUEL** 100LL, JET A AOE NOTAM FILE AKR **H–10G, L–30G**

RWY 07–25: H6337X150 (ASPH) S–75, D–100, 2S–127, 2D–160 HIRL **IAP, AD**

RWY 07: REIL. PAPI(P4L)—GA 3.6° TCH 45′. Thld dsplcd 760′. Railroad.

RWY 25: REIL. Thld dsplcd 262′. Trees.

RWY 01–19: H2336X100 (ASPH) S–30 MIRL

RWY 01: Brush. **RWY 19:** Thld dsplcd 190′.

AIRPORT REMARKS: Attended 1100—0300Z‡. Deer on and invof rwys and twys. PPR for svc after hrs call arpt manager 330–864–2366. Rwy 07 REIL OTS indef. ACTIVATE MIRL Rwy 01–19, HIRL Rwy 07–25, and REIL Rwys 07 and 25—CTAF. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS 126.825 (330) 724–4237.

COMMUNICATIONS: CTAF/UNICOM 123.075

RCO 122.1R 114.4T (CLEVELAND RADIO)

Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)

CLNC DEL 121.6

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡.)

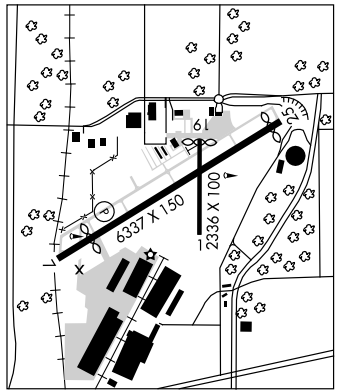
AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

(L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 255° 12.8 NM to fld. 1194/4W.

NDB (MHW/LOM) 362 AK N41°04.19′ W81°23.25′ 249° 4.1 NM to fld. NOTAM FILE CLE.

ILS/DME 110.9 I–AKR Chan 046 Rwy 25 LOM AKRON NDB. LOC only. DME unusable byd 25° left of course. Unmonitored when twr clsd.



MAYFIELD (1D4) 5 SE UTC−5(−4DT) N40°59.55′ W81°25.91′ **DETROIT**

1100 TPA—2800(1700) NOTAM FILE CLE

RWY 09–27: 2315X110 (TURF)

RWY 09: Thld dsplcd 180′. Trees. **RWY 27:** Thld dsplcd 590′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Rwy 09–27 marked with tires. Dsplcd thld marked with yellow tires.

COMMUNICATIONS: CTAF 122.9

OLD PORTAGE HELIPORT (4P2) 4 NW UTC−5(−4DT) N41°08.27′ W81°32.95′ **DETROIT**

760 NOTAM FILE CLE

HELIPAD H1: 100X100 (TURF)

HELIPORT REMARKS: Unattended. Helipad H1 +82′ to +46′ tree along with +17′ building and +30′ p–line near pad.

COMMUNICATIONS: CTAF 122.9

SCHMELTZER HELIPORT (6D5) 7 NW UTC−5(−4DT) N41°08.84′ W81°39.62′ **DETROIT**

992 NOTAM FILE CLE

HELIPAD H1: 50X50 (TURF)

HELIPORT REMARKS: Attended irregularly. Helipad H1 +83′ trees 75′ east and south of pad.

COMMUNICATIONS: CTAF 122.9

LOC/DME I-AKR	APP CRS	Rwy Idg	6075
110.9	249°	TDZE	1048
Chan 46		Apt Elev	1068

LOC RWY 25

AKRON FULTON INTL (AKR)

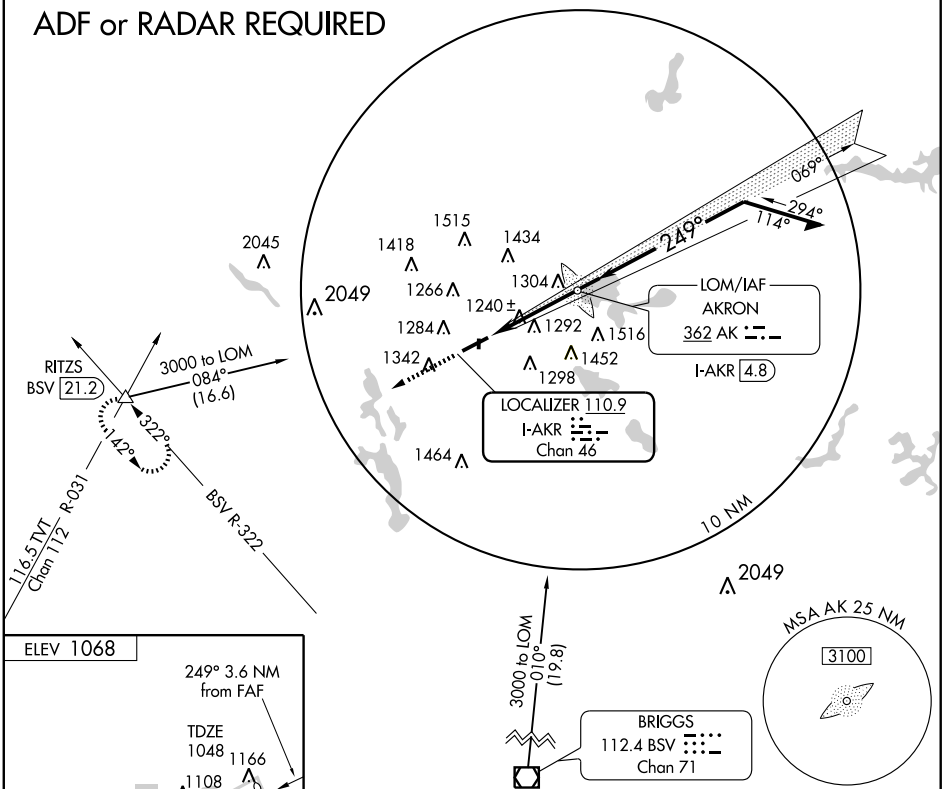
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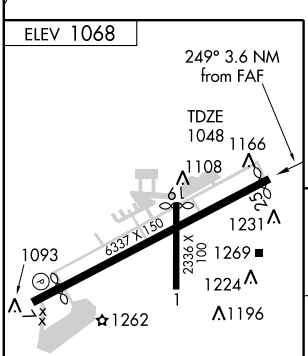
Use I-AKR DME when on LOC course.

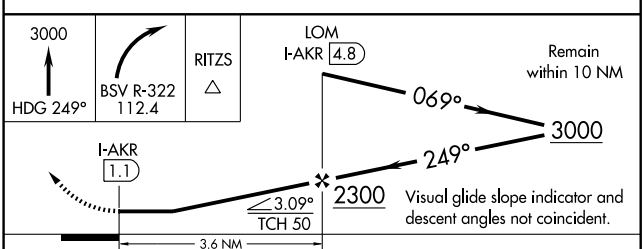
MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
126.825	118.6 371.875	121.6	123.075 (CTAF) L

ADF or RADAR REQUIRED







REIL Rwys 7 and 25 L
MIRL Rwy 1-19 L
HIRL Rwy 7-25 L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-25	1540-1 492 (500-1)		1540-1¼ 492 (500-1¼)	1540-1½ 492 (500-1½)
CIRCLING	1640-1 572 (600-1)	1700-1 632 (700-1)	1700-1¾ 632 (700-1¾)	1700-2 632 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB or GPS RWY 25

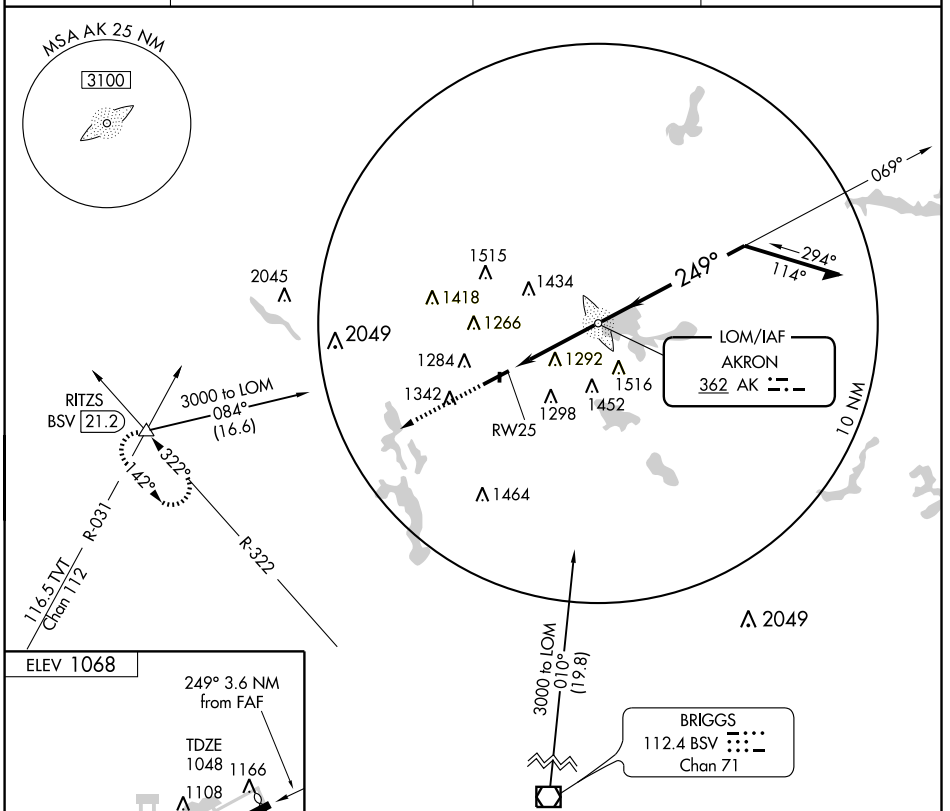
AKRON FULTON INTL (AKR)

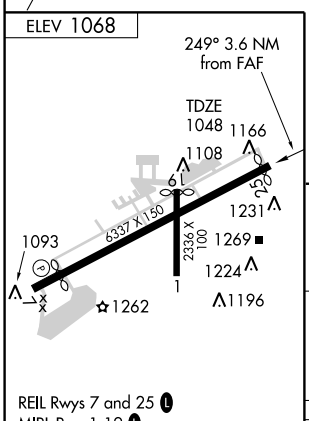
LOM AK	APP CRS	Rwy Idg	6075
362	249°	TDZE	1048
		Apt Elev	1068

T
NA

MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.

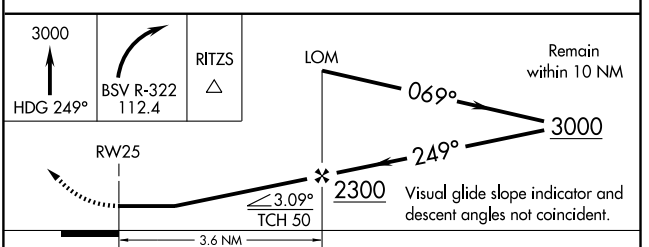
ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
126.825	118.6 371.875	121.6	123.075 (CTAF) L





REIL Rwys 7 and 25 L
MIRL Rwy 1-19 L
HIRL Rwy 7-25 L

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-25	1640-1 592 (600-1)		1640-1½ 592 (600-1½)	1640-1¾ 592 (600-1¾)
CIRCLING	1640-1 572 (600-1)	1700-1 632 (700-1)	1700-1¾ 632 (700-1¾)	1700-2 632 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-638 (FAA)

AKRON-CANTON RGNL (CAK)
AKRON, OHIO

ATIS
121.05
AKRON-CANTON TOWER
118.3 257.8
GND CON
121.7 348.6
CLNC DEL
132.05

D

6L ELEV 1214

190.7°

J J B1

40° 55.5'N

TRANSIENT PARKING

ANG HANGAR

H H

HS 1

FIELD ELEV 1228

23

7601 X 150

B

235.7°

H

D D

LAHSO

K

B

E

NORTH DE-ICE PAD

40° 55.0'N

LAHSO

HS 2

FIRE STATION

TRANSIENT PARKING

K

C C

7597 X 150

TERMINAL

TWR/BCN 1324

VAR 8.2° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

HS 3

0.5% UP

K A A K G

010.7°

F1 F F A A K

SOUTH DE-ICE PAD

055.7°

F

40° 54.5'N

5

ELEV 1190

ELEV 1209

1

RWY 01-19
S-120, D-160, 2S-175, 2D-250
RWY 05-23
S-120, D-160, 2S-175, 2D-230

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81° 27.0'W 81° 26.5'W 81° 26.0'W

EC-2, 21 OCT 2010 to 18 NOV 2010

ADA (ØD7) 1 NW UTC−5(−4DT) N40°47.44′ W83°49.75′ **DETROIT**

949 NOTAM FILE DAY

RWY 09–27: 1955X110 (TURF)

RWY 09: Tree. **RWY 27:** Tree.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. Ultralight activity on and invof arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8

AIRBO N39°29.58′ W83°44.29′ NOTAM FILE ILN. **CINCINNATI**

NDB (MHW/LOM) 407 IL 217° 4.6 NM to Airborne Airpark. Unmonitored. Sat–Sun 2300–1100Z‡ and Sun 2300 til Mon 1200Z‡. **L–27E**

AIRBORNE AIRPARK (See WILMINGTON)

AKRON

AKRON–CANTON RGNL (CAK) 10 SE UTC−5(−4DT) N40°54.97′ W81°26.53′ **DETROIT**

1228 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE CAK **H–10G, L–29B**

RWY 01–19: H7601X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–250 HIRL **IAP, AD**

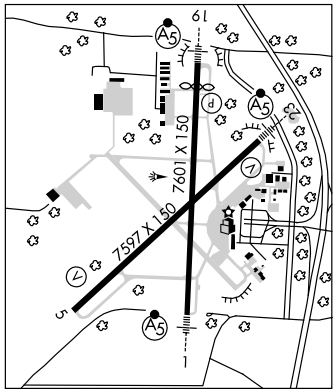
RWY 01: MALSR.

RWY 19: MALSR. PAPI(P4L)—GA 3.0° TCH 53′. Thld dsplcd 599′.

RWY 05–23: H7597X150 (ASPH–GRVD) S–120, D–160, 2S–175, 2D–230 HIRL 0.5% up NE

RWY 05: REIL. VASI(V4L)—GA 3.0° TCH 40′.

RWY 23: MALSR. VASI(V4L)—GA 3.0° TCH 48′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	01–19	4300
RWY 19	05–23	3100

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–7600 TODA–7600 ASDA–7000 LDA–7000

RWY 19: TORA–7600 TODA–7600 ASDA–7600 LDA–7000

AIRPORT REMARKS: Attended continuously. Rwy 05–23 southwest 1000′ CLOSED indef. Air carrier acft taxiing on jet tech ramp and north hangar areas not visible from twr. Deer and birds on and invof arpt. One hr PPR for unscheduled air carrier ops with more than 9 passenger seats call airport manager 216–499–4059. ARFF svc not avbl 0500–1100Z‡ except one hr PPR; call arpt manager. Rwy 01 runway visual range touchdown avbl. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (330) 966–9545.

COMMUNICATIONS: ATIS 121.05 **UNICOM** 122.95

RCO 122.1R 114.4T (CLEVELAND RADIO)

Ⓡ **APP/DEP CON** 125.5 (007°–186°) 118.6 (187°–006°) 126.4 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)

TOWER 118.3 **GND CON** 121.7 **CLNC DEL** 132.05

AIRSPACE: CLASS C svc 1100–0500Z‡ ctc **APP CON** other times CLASS D.

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

(L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 228° 15.9 NM to fld. 1194/4W.

ILS 109.5 I–CAK Rwy 01. Class IA.

ILS 108.3 I–GGZ Rwy 23. Class IE. Glide slope unusable for coupled apchs below 1574′.

ILS 109.5 I–RGO Rwy 19. Class IE.

ASR

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC I-CAK	APP CRS	Rwy Idg	7000
109.5	009°	TDZE	1209
		Apt Elev	1228

ILS or LOC RWY 1
AKRON-CANTON RGNL (CAK)

ASR

**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 direct ACO VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05

AKRON
114.4 ACO
Chan 91
092°
272°
R-092

2049±

LOCALIZER 109.5
I-CAK

10 NM

1324
1410
1331
1700
2049
CABLE OM
1377
R-335
2500
009°
(5)
NoPT for arrivals on BSV VOR/DME airway radials 151 CW 188.

IAF
BRIGGS
112.4 BSV
Chan 71

BULIT INT
3000
335° (1.7)
155°
1 min
335°
189°

MSA BSV 25 NM
3100

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 1228
1270±
Rwy 01 ldg 7000'
Rwy 19 ldg 7000'
1259±
1248±
7601 X 150
7597 X 150
0.5% UP
TWR
1324
1287
TDZE
1209
009° 3.5 NM from FAF
REIL Rwy 5
HIRL Rwys 1-19 and 5-23

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

1900 | 3000 | ACO 114.4

BULIT INT VOR/DME
One Minute Holding Pattern
OM
2395
009°
2400
*2500
155°
3000
335°
3000
* LOC only.
GS 3.00°
TCH 53

3.5 NM | 5 NM | 1.7

CATEGORY	A	B	C	D
S-ILS 1	**1409/24 200 (200-½)			
S-LOC 1	1600/24 391 (400-½)			1600/40 391 (400-¾)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

LOC I-RGO	APP CRS	Rwy Idg	7000
109.5	189°	TDZE	1218
		Apt Elev	1228

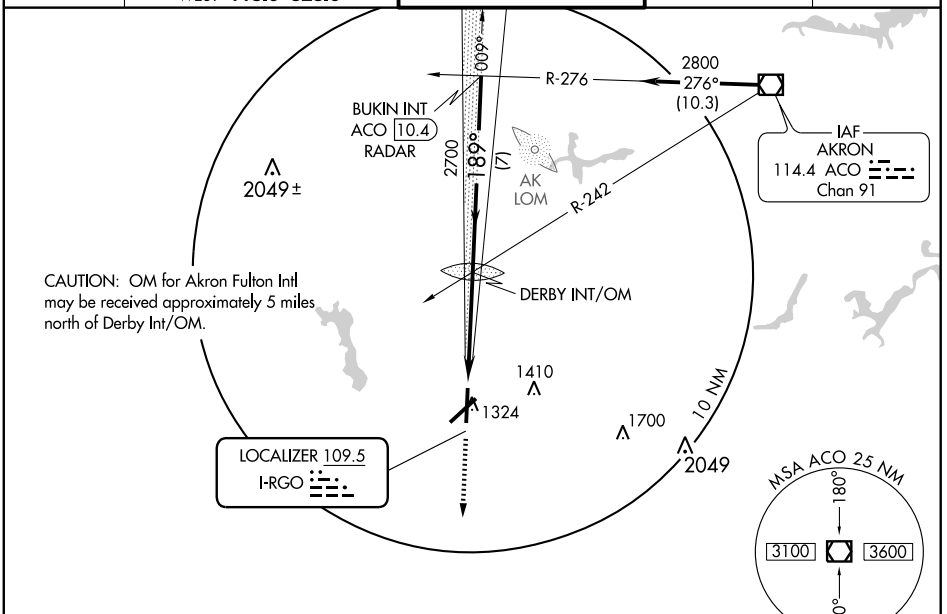
ILS or LOC RWY 19
AKRON-CANTON RGNL (CAK)

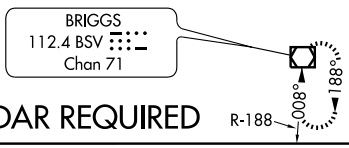
▼ ▲ ASR — If local altimeter setting not received, use Akron Fulton Intl altimeter setting and increase all DH/MDAs 40 feet.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

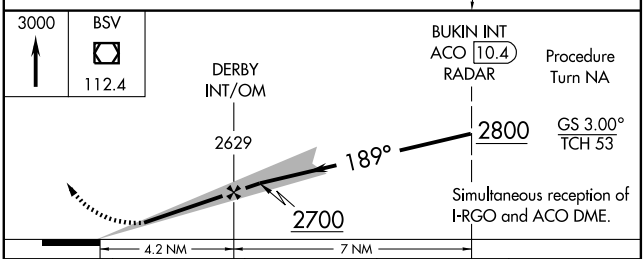
MISSED APPROACH: Climb to 3000 direct BSV VOR/DME and hold.

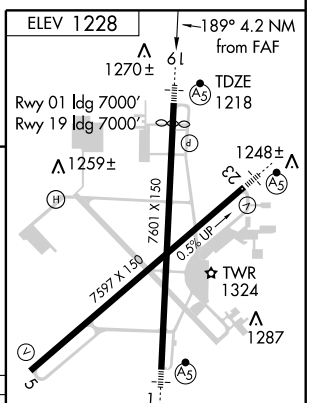
ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05





DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 19	*1418/24 200 (200-½)			
S-LOC 19	1560/24 342 (400-½)			1560/40 342 (400-¾)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

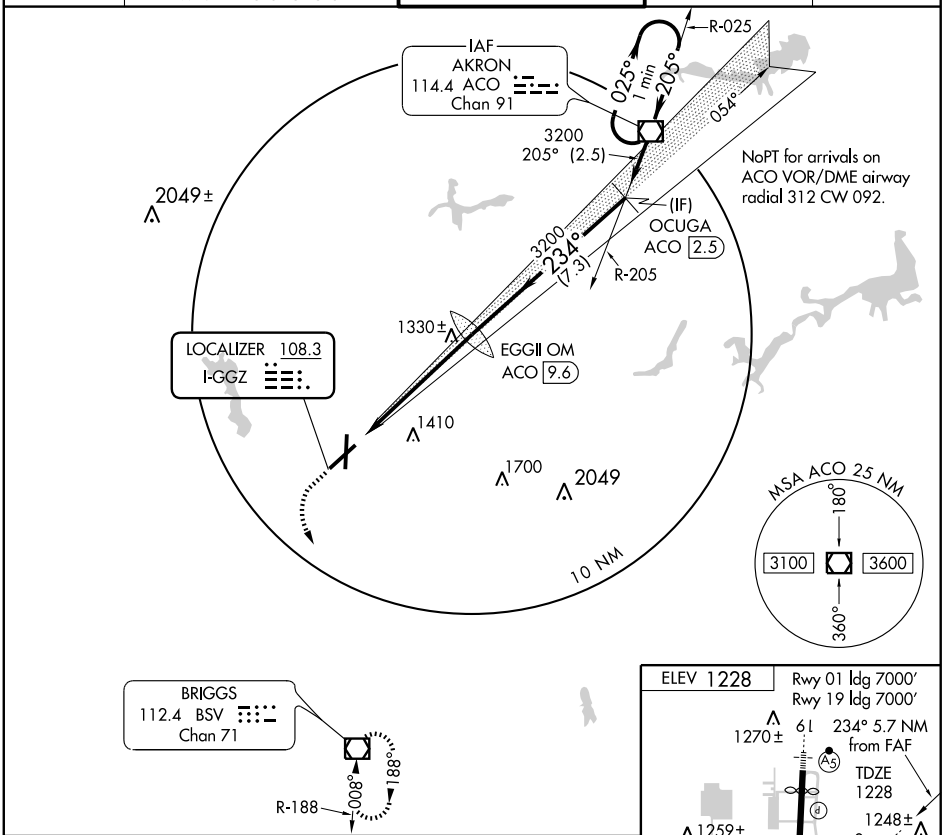
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

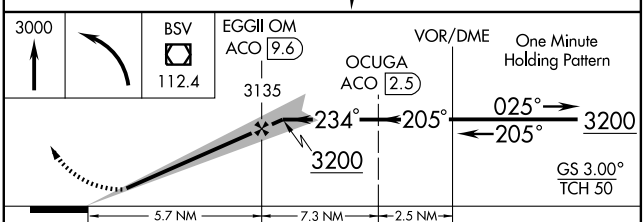
LOC I-GGZ	APP CRS	Rwy Idg	7597
108.3	234°	TDZE	1228
		Apt Elev	1228

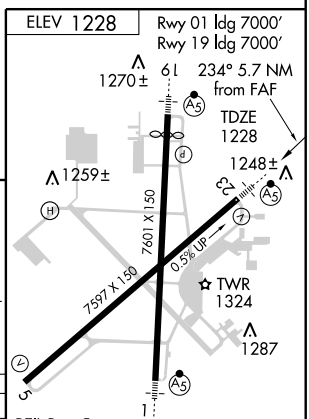
ILS or LOC RWY 23
AKRON-CANTON RGNL (CAK)

T A ASR	Autopilot coupled approach NA below 1574 feet.	MALSR	MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05







CATEGORY	A	B	C	D
S-ILS 23	1428/24 200 (200-½)			
S-LOC 23	1580/24 352 (400-½)			1580/40 352 (400-¾)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

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VOR or GPS RWY 5

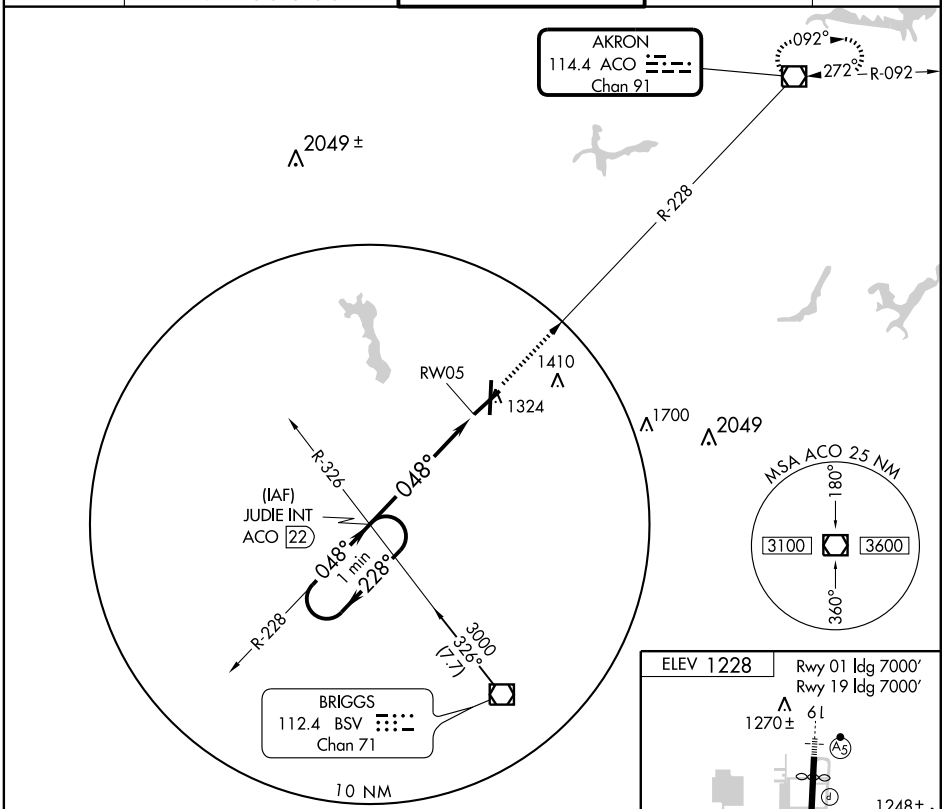
AKRON-CANTON RGNL (CAK)

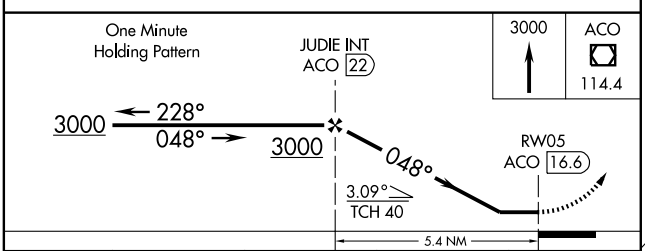
VOR/DME ACO	APP CRS	Rwy Idg	7597
114.4	048°	TDZE	1202
Chan 91		Apt Elev	1228

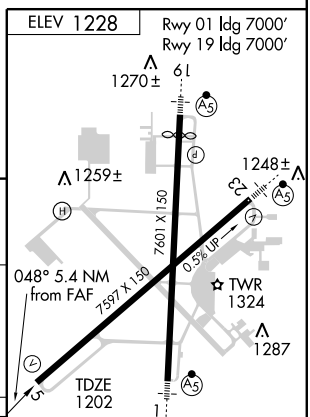
ASR

MISSED APPROACH: Climb to 3000 direct ACO VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05







CATEGORY	A	B	C	D
S-5	1640-1 438 (500-1)		1640-1¼ 438 (500-1¼)	1640-1½ 438 (500-1½)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR or GPS RWY 23

AKRON-CANTON RGNL (CAK)

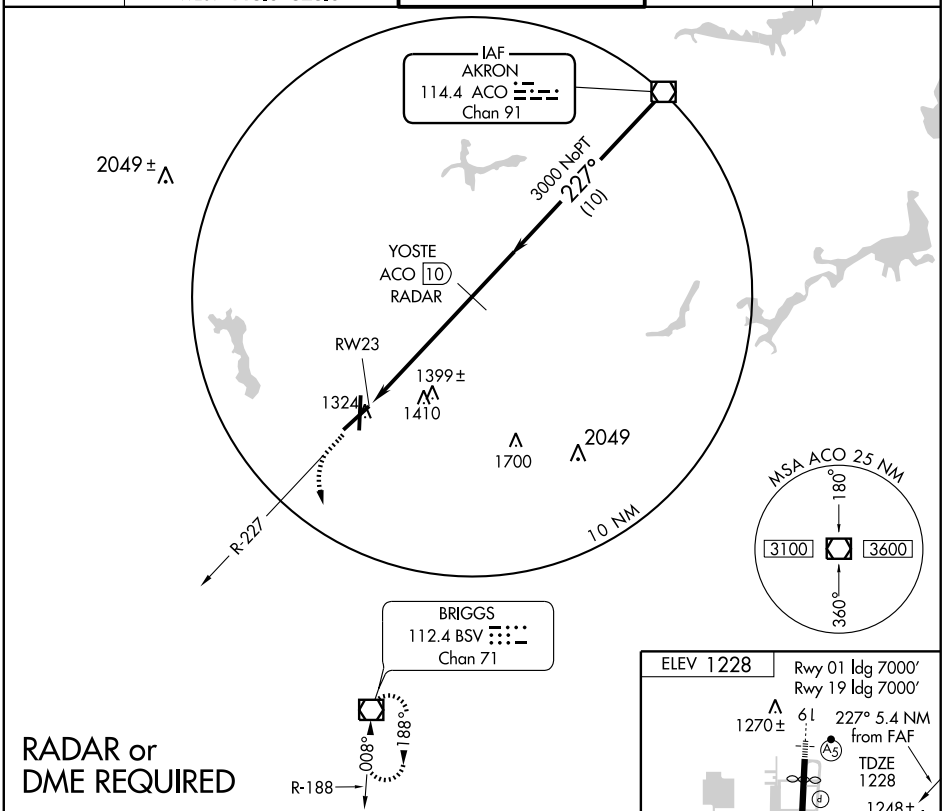
VOR/DME ACO 114.4 Chan 91	APP CRS 227°	Rwy Idg 7597 TDZE 1228 Apt Elev 1228

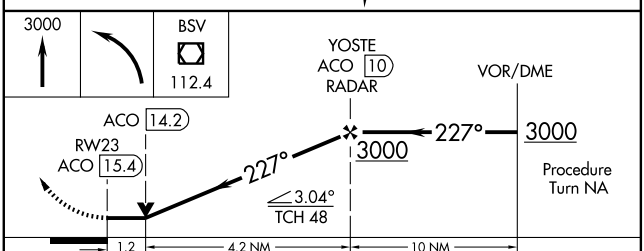
ASR

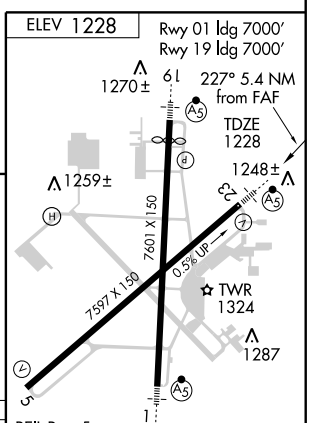
MALSR

MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.

ATIS	AKRON-CANTON APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	EAST 125.5 371.875 WEST 118.6 323.0	118.3 257.8	121.7 348.6	132.05







CATEGORY	A	B	C	D
S-23	1660/24 432 (500-½)		1660/40 432 (500-¾)	1660/50 432 (500-1)
CIRCLING	1760-1 532 (600-1)		1760-1½ 532 (600-1½)	1780-2 552 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ALBANY (See ATHENS/ALBANY)

ALDERMAN (See ST CLAIRSVILLE)

ALEXANDER SALAMON (See WEST UNION)

ALLEN CO N40°42.43′ W83°58.09′ NOTAM FILE DAY. DETROIT
(T) VOR 108.4 AOH 274° 2.7 NM to Lima Allen Co. **ASOS.** L–23C
VOR portion unusable 091°–109° byd 20 NM.
RCO 122.1R 108.4T (DAYTON RADIO)

ALLIANCE

BARBER (2D1) 3 N UTC−5(−4DT) N40°58.25′ W81°05.99′ DETROIT
1062 S4 **FUEL** 100LL NOTAM FILE CLE
RWY 18–36: 3500X80 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
RWY 09–27: 2088X130 (TURF)
RWY 09: P–line. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt CLOSED Mon except with PPR. Parachute ops within 5 NM, sfc to 18,000′ MSL, check Akron–Canton Rgnl apch. Parachute Jumping. Aerobatic practice area within 1 NM, surface–5000′ MSL, hrs irregular, check NOTAMS. CAUTION: Occasional ground level aerobatic practice. CAUTION when rwys are wet. Use care—model acft in area. Rwy 09–27 NSTD lgts not for public use. PPR for ngt and winter ops call arpt manager 330–823–0652/or cell phone 330–495–5447. Rwy 09–27 and Rwy 18–36 marked with cones.
COMMUNICATIONS: CTAF 122.9

MILLER (4G3) 5 NE UTC−5(−4DT) N40°58.91′ W81°02.53′ DETROIT
1070 B **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 09–27: H2912X50 (ASPH) S–9 LIRL 0.4% up E. IAP
RWY 09: REIL.Thld dsplcd 180′. Trees. **RWY 27:** REIL. Thld dsplcd 288′. Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 09 thld dspld 175′ for ngt ops only. ACTIVATE LIRL Rwy 09–27 and bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N42°06.47′ W81°12.09′ 140° 10.5 NM to fld. 1194/4W.

APPLETON N40°09.06′ W82°35.30′ NOTAM FILE DAY. DETROIT
(H) VORTAC 116.7 APE Chan 114 148° 9.6 NM to Newark–Heath. 1350/6W. **HIWAS.** H–10G, L–29A
VOR portion unusable 360°–080°.
RCO 122.1R 116.7T (DAYTON RADIO)

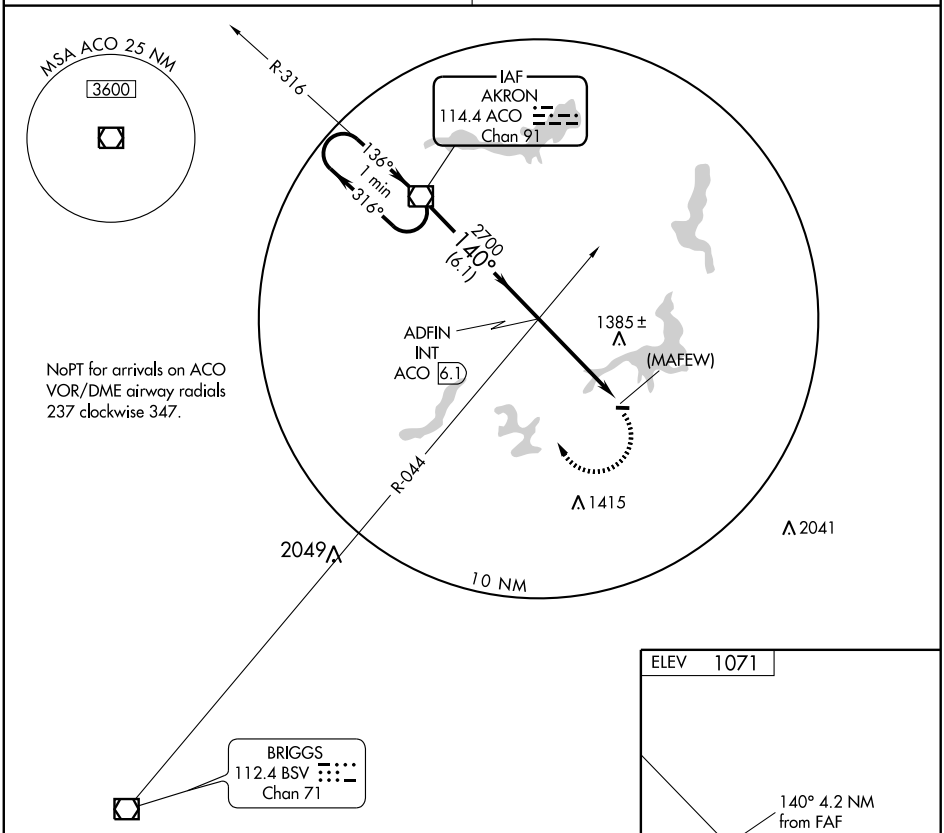
ASHLAND CO (3G4) 3 NE UTC−5(−4DT) N40°54.18′ W82°15.34′ DETROIT
1206 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE L–29A
RWY 01–19: H3502X75 (ASPH) MIRL 0.5% up S. IAP
RWY 01: REIL. PAPI(P4L). Trees. **RWY 19:** REIL. VASI(V2L). Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Occasional deer on and invof arpt. Rwy 19 REIL OTS indef. Rwy 19 VASI OTS indef. ACTIVATE MIRL Rwy 01–19; REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and VASI Rwy 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 085° 15.4 NM to fld. 1210/3W.
NDB (MHW) 329 AAU N40°57.80′ W82°15.20′ 189° 3.6 NM to fld. NOTAM FILE CLE. NDB unmonitored ngts indef.

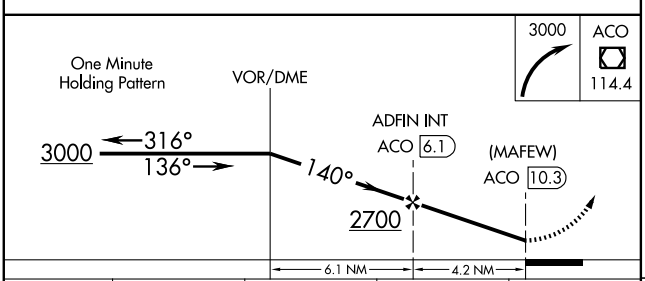
VOR/DME ACO	APP CRS	Rwy Idg	N/A
114.4	140°	TDZE	N/A
Chan 91		Apt Elev	1071

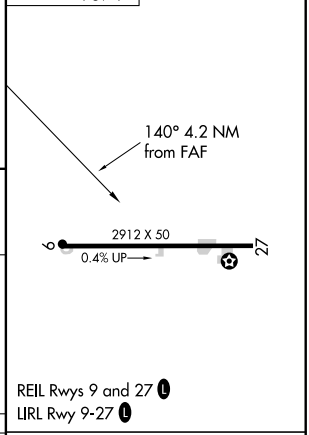
VOR or GPS-A

ALLIANCE/MILLER (4G3)

⚠ NA — Use Akron-Canton altimeter setting. Procedure not authorized at night.	MISSED APPROACH: Climbing right turn to 3000 direct ACO VOR/DME and hold.
AKRON-CANTON APP CON★ 125.5 226.4	UNICOM 122.8 (CTAF) Ⓛ







CATEGORY	A	B	C	D
CIRCLING	1700-1 629 (700-1)		1700-1¾ 629 (700-1¾)	NA

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ALBANY (See ATHENS/ALBANY)

ALDERMAN (See ST CLAIRSVILLE)

ALEXANDER SALAMON (See WEST UNION)

ALLEN CO N40°42.43′ W83°58.09′ NOTAM FILE DAY. DETROIT
(T) VOR 108.4 AOH 274° 2.7 NM to Lima Allen Co. **ASOS.** L–23C
VOR portion unusable 091°–109° byd 20 NM.
RCO 122.1R 108.4T (DAYTON RADIO)

ALLIANCE

BARBER (2D1) 3 N UTC−5(−4DT) N40°58.25′ W81°05.99′ DETROIT
1062 S4 **FUEL** 100LL NOTAM FILE CLE
RWY 18–36: 3500X80 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
RWY 09–27: 2088X130 (TURF)
RWY 09: P–line. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt CLOSED Mon except with PPR. Parachute ops within 5 NM, sfc to 18,000′ MSL, check Akron–Canton Rgnl apch. Parachute Jumping. Aerobatic practice area within 1 NM, surface–5000′ MSL, hrs irregular, check NOTAMS. CAUTION: Occasional ground level aerobatic practice. CAUTION when rwys are wet. Use care—model acft in area. Rwy 09–27 NSTD lgts not for public use. PPR for ngt and winter ops call arpt manager 330–823–0652/or cell phone 330–495–5447. Rwy 09–27 and Rwy 18–36 marked with cones.
COMMUNICATIONS: CTAF 122.9

MILLER (4G3) 5 NE UTC−5(−4DT) N40°58.91′ W81°02.53′ DETROIT
1070 B **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 09–27: H2912X50 (ASPH) S–9 LIRL 0.4% up E. IAP
RWY 09: REIL.Thld dsplcd 180′. Trees. **RWY 27:** REIL. Thld dsplcd 288′. Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Rwy 09 thld dspld 175′ for ngt ops only. ACTIVATE LIRL Rwy 09–27 and bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N42°06.47′ W81°12.09′ 140° 10.5 NM to fld. 1194/4W.

APPLETON N40°09.06′ W82°35.30′ NOTAM FILE DAY. DETROIT
(H) VORTAC 116.7 APE Chan 114 148° 9.6 NM to Newark–Heath. 1350/6W. **HIWAS.** H–10G, L–29A
VOR portion unusable 360°–080°.
RCO 122.1R 116.7T (DAYTON RADIO)

ASHLAND CO (3G4) 3 NE UTC−5(−4DT) N40°54.18′ W82°15.34′ DETROIT
1206 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE L–29A
RWY 01–19: H3502X75 (ASPH) MIRL 0.5% up S. IAP
RWY 01: REIL. PAPI(P4L). Trees. **RWY 19:** REIL. VASI(V2L). Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Occasional deer on and invof arpt. Rwy 19 REIL OTS indef. Rwy 19 VASI OTS indef. ACTIVATE MIRL Rwy 01–19; REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and VASI Rwy 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 085° 15.4 NM to fld. 1210/3W.
NDB (MHW) 329 AAU N40°57.80′ W82°15.20′ 189° 3.6 NM to fld. NOTAM FILE CLE. NDB unmonitored ngts indef.

NDB AAU 329	APP CRS 189°	Rwy Idg 3502 TDZE 1203 Apt Elev 1206

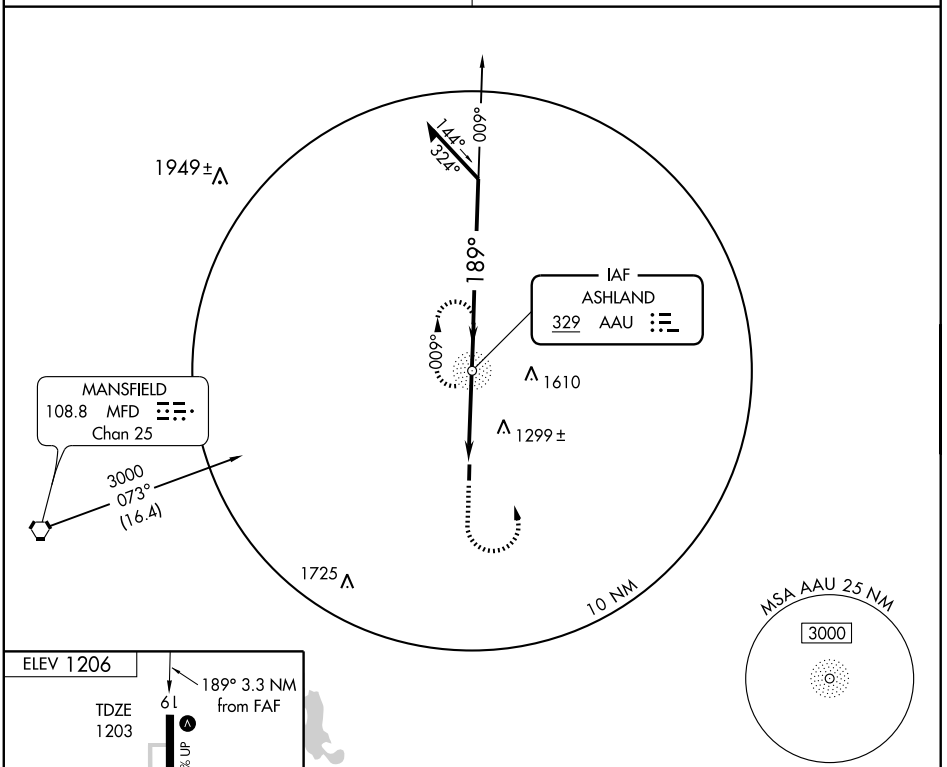
NDB RWY 19

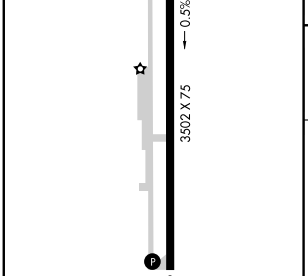
ASHLAND COUNTY (3G4)

NA Visibility reduction by helicopters NA. Use Mansfield altimeter setting, when not received use Wooster altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct AAU NDB and hold.

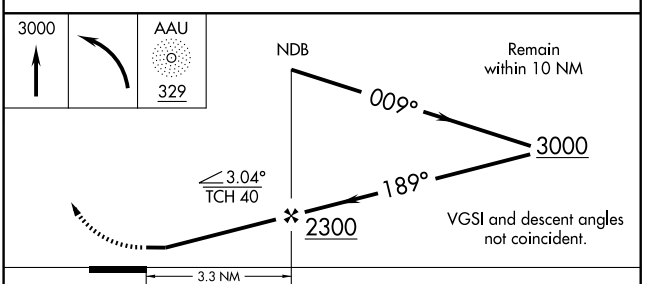
MANSFIELD APP CON ★	UNICOM
124.2 390.8	122.7 (CTAF) L





REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-19	1660-1	457 (500-1)	1660-1¼ 457 (500-1¼)	NA
CIRCLING	1660-1	454 (500-1)	1660-1½ 454 (500-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

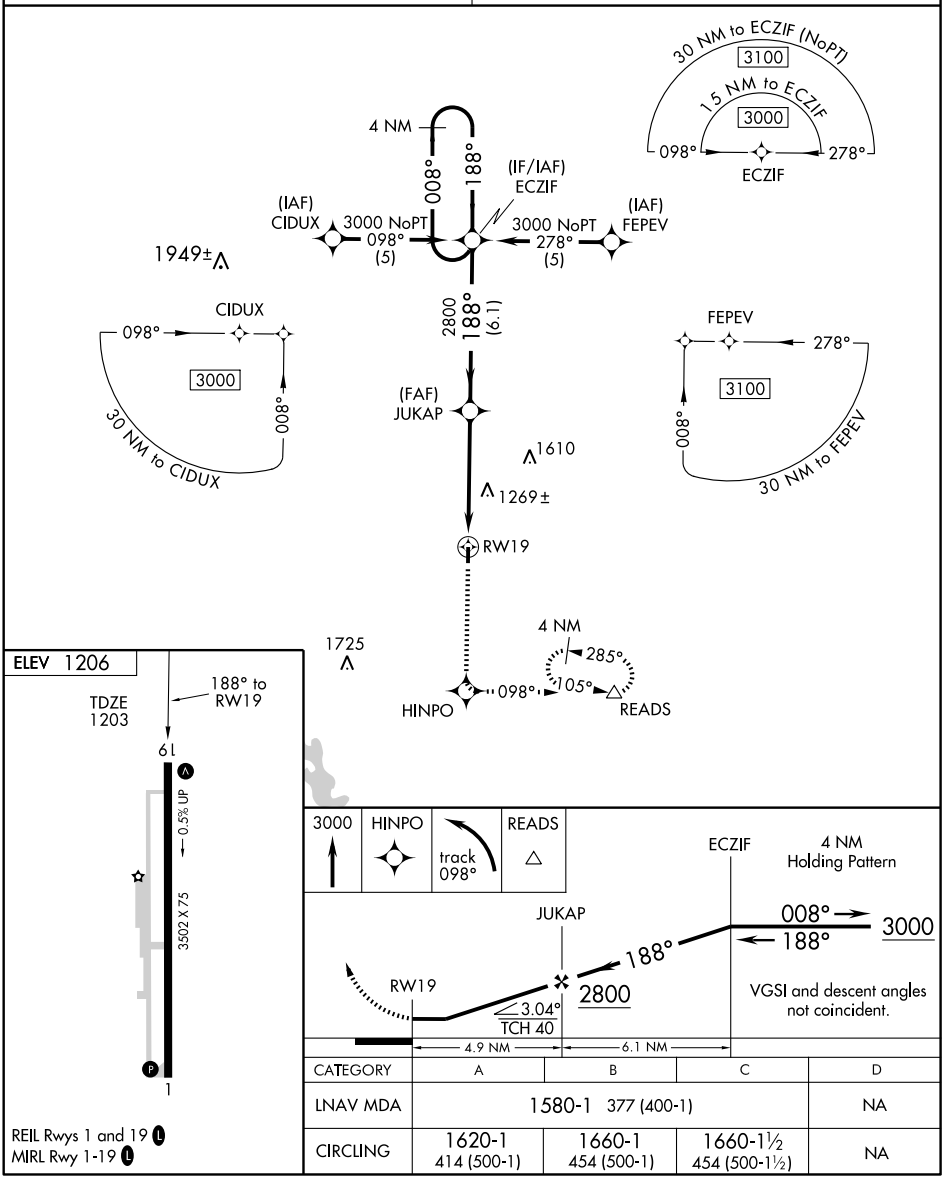
ASHLAND COUNTY (3G4)

APP CRS	Rwy Idg	3502
188°	TDZE	1203
	Apt Elev	1206

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Mansfield altimeter setting, when not received use Wooster altimeter setting. Straight-In/Circling Rwy 19 NA at night.

MISSED APPROACH: Climb to 3000 direct HINPO and left turn via track 098° to READS and hold.

MANSFIELD APP CON ★	UNICOM
124.2 390.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1580-1 377 (400-1)			NA
CIRCLING	1620-1 414 (500-1)	1660-1 454 (500-1)	1660-1½ 454 (500-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MFD	APP CRS	Rwy Idg	N/A
108.8	085°	TDZE	N/A
Chan 25		Apt Elev	1206

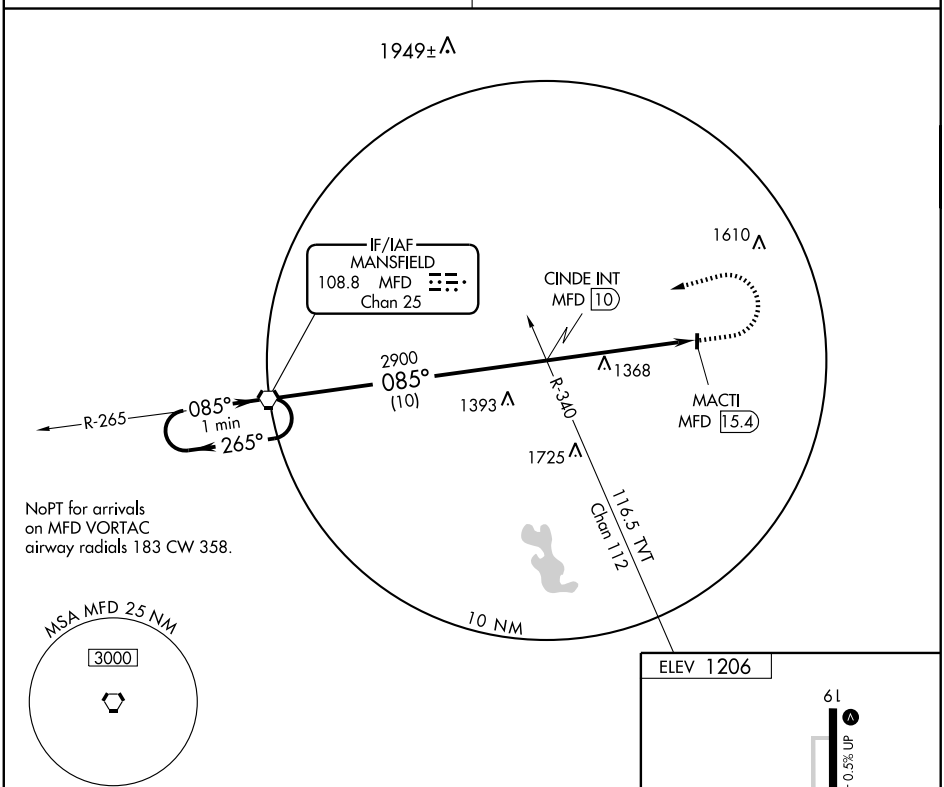
VOR-A

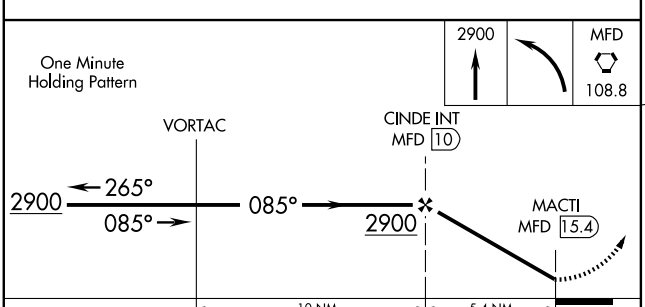
ASHLAND COUNTY (3G4)

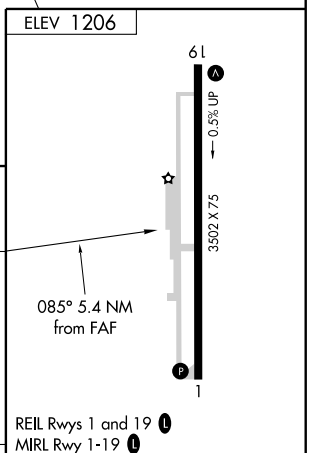
▼ NA — Use Mansfield altimeter setting, when not received use Wooster altimeter setting.

MISSED APPROACH: Climb to 2900 then left turn direct MFD VORTAC and hold.

MANSFIELD APP CON ★	UNICOM
124.2 390.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1720-1	514 (600-1)	1720-1½ 514 (600-1½)	NA

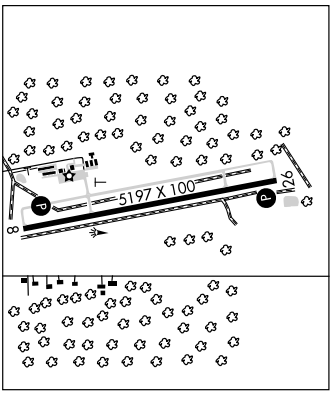
FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ASHTABULA CO (HZY) 8 SE UTC−5(−4DT) N41°46.68′ W80°41.73′ **DETROIT**
924 B S3 **FUEL** 100LL, JET A1+ NOTAM FILE HZY **H–10G, L–30G**
RWY 08–26: H5197X100 (ASPH) S–40, D–53 MIRL 0.3% up E **IAP**
RWY 08: REIL. PAPI(P4L)—GA3.0° TCH 27′. Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Unattended New Years Day and Christmas Day. 24 hr credit card self service 100LL Fuel. ACTIVATE MIRL Rwy 08–26, PAPI Rwy 08 and Rwy 26 and REIL Rwy 08 and Rwy 26—123.3.
WEATHER DATA SOURCES: ASOS 118.325 (440) 576–6907.
COMMUNICATIONS: CTAF/UNICOM 122.8
JEFFERSON RCO 122.1R 115.2T (CLEVELAND RADIO)
ERIE APP/DEP CON 121.0 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
GCO 121.725 (ERIE CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
JEFFERSON (L) VOR/DME 115.2 JFN Chan 99 N41°45.61′ W80°44.89′ 070° 2.6 NM to fld. 900/5W.
COMM/NAV/WEATHER REMARKS: GCO avbl on freq 121.725 ERI CLNC DEL. Click 4 times for ERI tower and 6 times for Cleveland RADIO. GCO OTS indef.



ATHENS–ALBANY N39°12.66′ W82°13.89′ **CINCINNATI**
RCO 122.25 (DAYTON RADIO) **L–29B**

ATHENS/ALBANY

OHIO UNIVERSITY SNYDER FLD (UNI) 10 SW UTC−5(−4DT) N39°12.71′ W82°13.76′ **CINCINNATI**
766 B S4 **FUEL** 100LL, JET A OX 1 TPA (See remarks) NOTAM FILE DAY **H–10G, L–29B**
RWY 07–25: H5600X100 (ASPH) S–30 MIRL **IAP**
RWY 07: REIL. PAPI(P4R)—GA 3.0° TCH 25′. Thld dsplcd 900′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
AIRPORT REMARKS: Attended continuously. Deer and waterfowl invof arpt. TPA—turbine acft (except helicopters) 2300(1534), multiengine reciprocating 2000(1234), all others 1800(1034), Rwy 07–25 left traffic only. Extensive flight training, make every effort to observe traffic pattern altitudes. Avoid overflight of noise sensitive areas, church 1.8 mi NW of Rwy 25 end and village of Albany 2 mi E of apch end Rwy 25. Rwy 07 REILS located 949′ from rwy end. ACTIVATE MIRL Rwy 07–25 and REIL Rwy 07 and Rwy 25–CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs.
WEATHER DATA SOURCES: AWOS–3 128.325 (740) 597–2687 TF 1–888–682–4799.
COMMUNICATIONS: CTAF/UNICOM 123.075
ATHENS–ALBANY RCO 122.25 (DAYTON RADIO)
Ⓡ **HUNTINGTON APP/DEP CON** 120.95 **CLNC DEL** 120.95
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 344° 29 NM to fld. 880/3W.
UNIVERSITY NDB (MHW) 250 UGS N39°15.44′ W82°07.56′ 247° 5.5 NM to fld. NOTAM FILE DAY.
ILS 108.75 I–UNI Rwy 25. Class IB. LOC unusable inside .5 NM.

BALTIMORE

MILLER FARM LANDING STRIP (7B4) 3 NE UTC−5(−4DT) N39°53.07′ W82°35.34′ **CINCINNATI**
930 S4 NOTAM FILE DAY
RWY 09–27: 3250X50 (TURF) LIRL (NSTD)
RWY 09: Thld dsplcd 270′. Trees. **RWY 27:** Thld dsplcd 275′. Trees.
AIRPORT REMARKS: Attended continuously. For rwy lgts call 614–862–6053. No student ops, no touch and go. Rwy 09–27 NSTD LIRL; rwy ends lgtd with 360° red lgts and dsplcd thlds lgtd with 1 360° green lgt each side of rwy.
COMMUNICATIONS: CTAF 122.9

BANNOCK HELIPORT (2D6) 0 N UTC−5(−4DT) N40°06.42′ W80°58.52′ **DETROIT**
1100 NOTAM FILE CLE
HELIPAD H1: H20X20 (CONC)
HELIPAD H1: Antenna.
HELIPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Helipad H1 NSTD markings.
COMMUNICATIONS: CTAF 122.9

BARBER (See ALLIANCE)

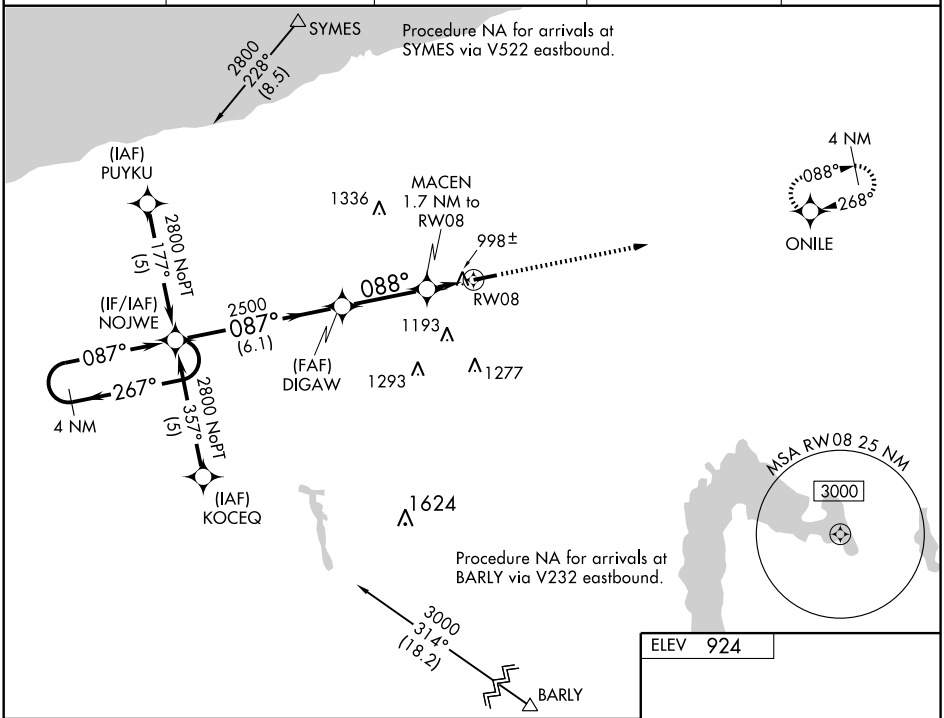
WAAS	APP CRS	Rwy Idg	5197
CH 58013	088°	TDZE	919
W08A		Apt Elev	924

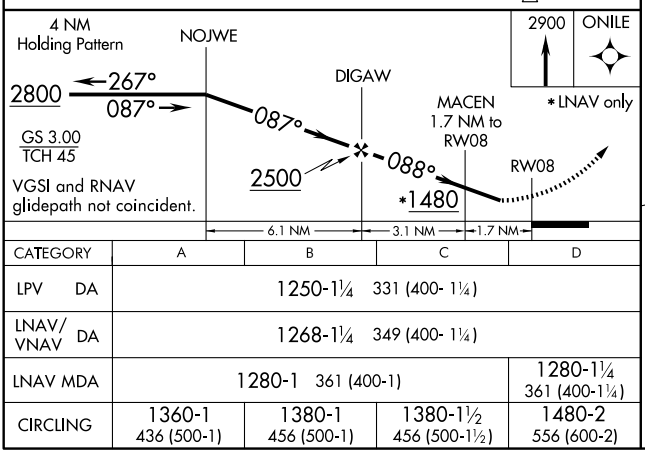
RNAV (GPS) RWY 8
ASHTABULA COUNTY (HZY)

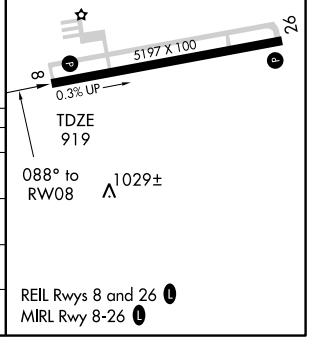
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Erie altimeter setting.

MISSED APPROACH: Climb to 2900 direct ONILE and hold.

ASOS	ERIE APP CON ★	CLNC DEL (GCO)	UNICOM	
118.325	121.0	121.725	122.8 (CTAF)	123.3 L







CATEGORY	A	B	C	D
LPV DA	1250-1¼ 331 (400- 1¼)			
LNAV/VNAV DA	1268-1¼ 349 (400- 1¼)			
LNAV MDA	1280-1 361 (400-1)			1280-1¼ 361 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5197
CH 72713	268°	TDZE	924
W26A		Apt Elev	924

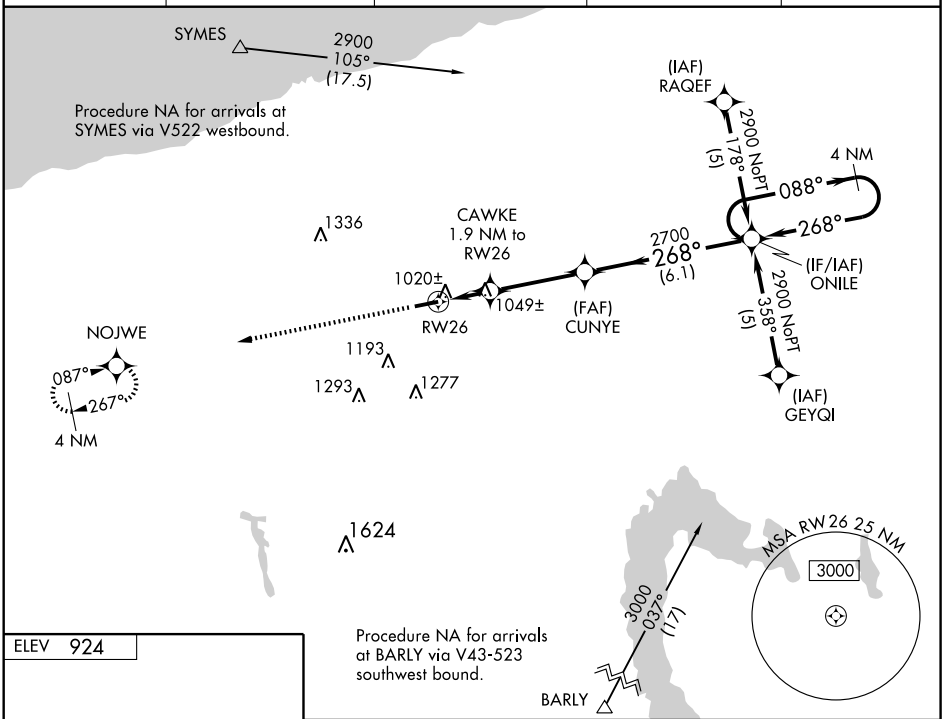
RNAV (GPS) RWY 26

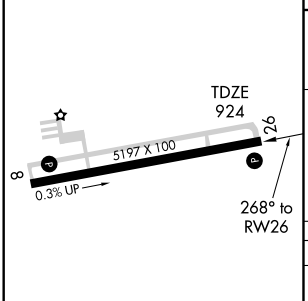
ASHTABULA COUNTY (HZY)

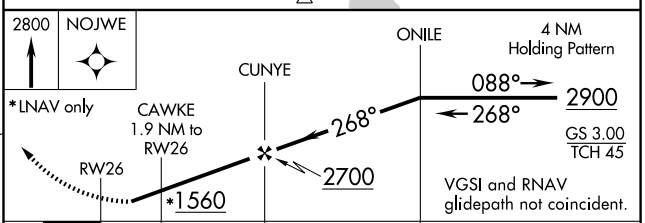
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Erie altimeter setting.

MISSED APPROACH: Climb to 2800 direct NOJWE and hold.

ASOS	ERIE APP CON ★	CLNC DEL (GCO)	UNICOM	
118.325	121.0	121.725	122.8 (CTAF)	123.3 L







CATEGORY	A	B	C	D
LPV DA	1239-1 315 (400- 1)			
LNAV/VNAV DA	1364-1½ 440 (500- 1½)			
LNAV MDA	1300-1 376 (400-1)			1300-1¼ 376 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME JFN	APP CRS	Rwy Idg	5197
115.2	254°	TDZE	924
Chan 99		Apt Elev	924

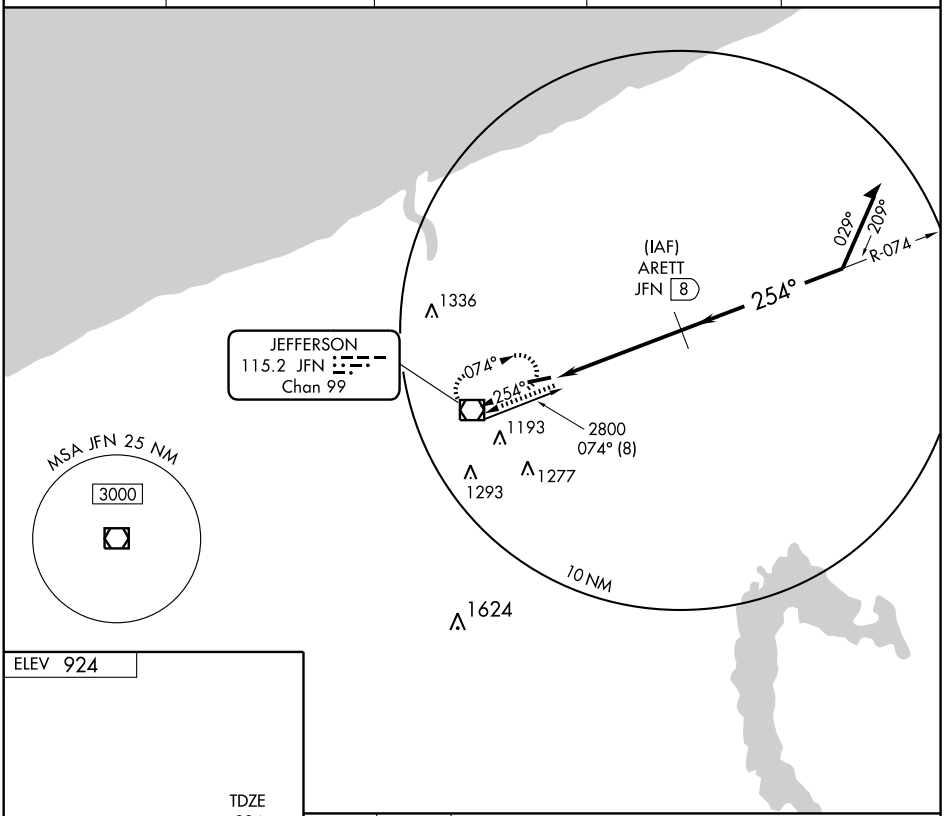
VOR/DME RWY 26

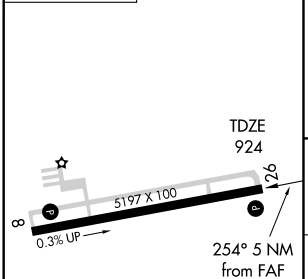
ASHTABULA COUNTY (HZY)

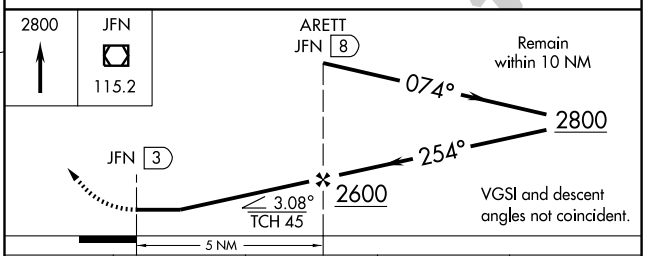
NA

MISSED APPROACH: Climb to 2800 direct JFN VOR/DME and hold.

ASOS	ERIE APP CON ★	CLNC DEL (GCO)	UNICOM	
118.325	121.0	121.725	122.8 (CTAF)	123.3 L







CATEGORY	A	B	C	D
S-26	1320-1 396 (400-1)			1320-1¼ 396 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

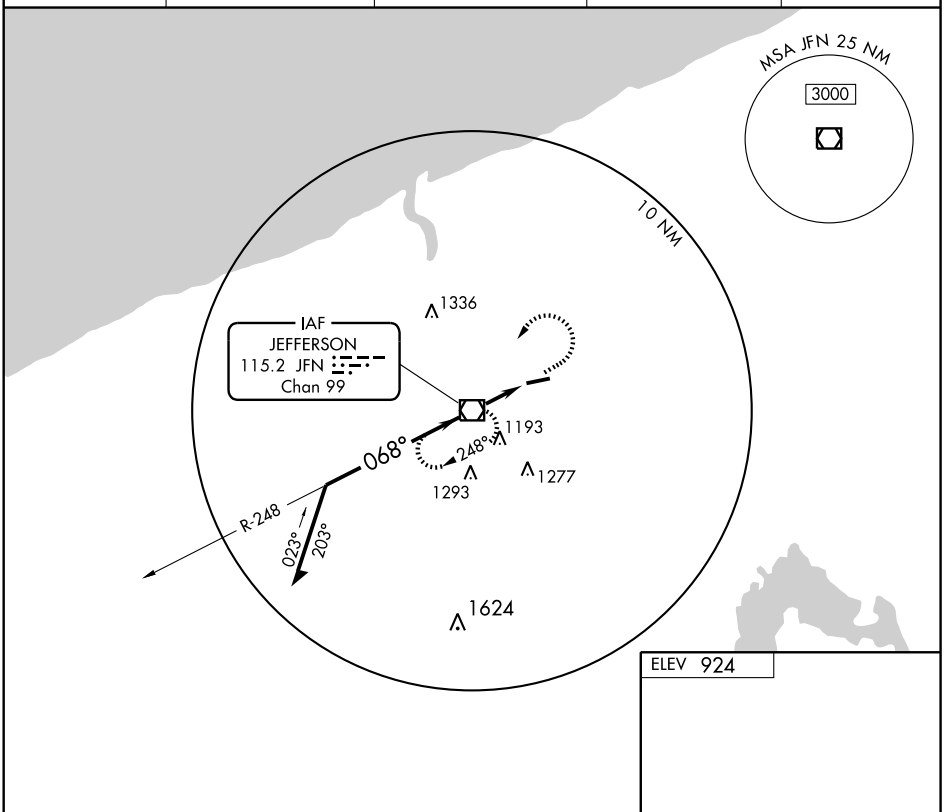
VOR/DME JFN 115.2 Chan 99	APP CRS 068°	Rwy Idg 5197 TDZE 919 Apt Elev 924

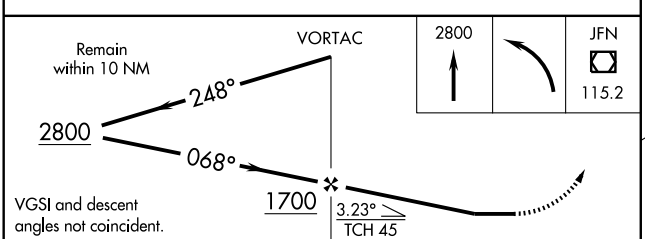
VOR RWY 8
ASHTABULA COUNTY (HZY)

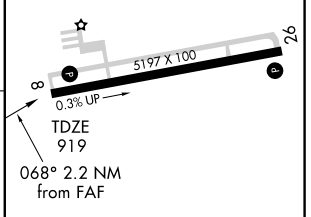
NA

MISSED APPROACH: Climb to 2800 then left turn direct JFN VOR/DME and hold.

ASOS 118.325	ERIE APP CON ★ 121.0	CLNC DEL (GCO) 121.725	UNICOM 122.8 (CTAF)	123.3 L







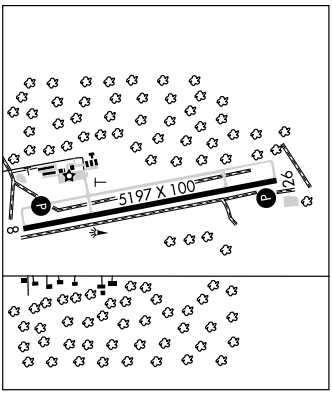
REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

CATEGORY	A	B	C	D
S-8	1300-1 381 (400-1)			1300-1¼ 381 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ASHTABULA CO (HZY) 8 SE UTC−5(−4DT) N41°46.68′ W80°41.73′ **DETROIT**
924 B S3 **FUEL** 100LL, JET A1+ NOTAM FILE HZY **H–10G, L–30G**
RWY 08–26: H5197X100 (ASPH) S–40, D–53 MIRL 0.3% up E **IAP**
RWY 08: REIL. PAPI(P4L)—GA3.0° TCH 27′. Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended 1400–2200Z‡. Unattended New Years Day and Christmas Day. 24 hr credit card self service 100LL Fuel. ACTIVATE MIRL Rwy 08–26, PAPI Rwy 08 and Rwy 26 and REIL Rwy 08 and Rwy 26—123.3.
WEATHER DATA SOURCES: ASOS 118.325 (440) 576–6907.
COMMUNICATIONS: CTAF/UNICOM 122.8
JEFFERSON RCO 122.1R 115.2T (CLEVELAND RADIO)
ERIE APP/DEP CON 121.0 (1100–0500Z‡)
CLEVELAND CENTER APP/DEP CON 132.4 (0500–1100Z‡)
GCO 121.725 (ERIE CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
JEFFERSON (L) VOR/DME 115.2 JFN Chan 99 N41°45.61′ W80°44.89′ 070° 2.6 NM to fld. 900/5W.
COMM/NAV/WEATHER REMARKS: GCO avbl on freq 121.725 ERI CLNC DEL. Click 4 times for ERI tower and 6 times for Cleveland RADIO. GCO OTS indef.



ATHENS–ALBANY N39°12.66′ W82°13.89′ **CINCINNATI**
RCO 122.25 (DAYTON RADIO) **L–29B**

ATHENS/ALBANY

OHIO UNIVERSITY SNYDER FLD (UNI) 10 SW UTC−5(−4DT) N39°12.71′ W82°13.76′ **CINCINNATI**
766 B S4 **FUEL** 100LL, JET A OX 1 TPA (See remarks) NOTAM FILE DAY **H–10G, L–29B**
RWY 07–25: H5600X100 (ASPH) S–30 MIRL **IAP**
RWY 07: REIL. PAPI(P4R)—GA 3.0° TCH 25′. Thld dsplcd 900′. Trees.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
AIRPORT REMARKS: Attended continuously. Deer and waterfowl invof arpt. TPA—turbine acft (except helicopters) 2300(1534), multiengine reciprocating 2000(1234), all others 1800(1034), Rwy 07–25 left traffic only. Extensive flight training, make every effort to observe traffic pattern altitudes. Avoid overflight of noise sensitive areas, church 1.8 mi NW of Rwy 25 end and village of Albany 2 mi E of apch end Rwy 25. Rwy 07 REILS located 949′ from rwy end. ACTIVATE MIRL Rwy 07–25 and REIL Rwy 07 and Rwy 25–CTAF. PAPI Rwy 07 and Rwy 25 opr 24 hrs.
WEATHER DATA SOURCES: AWOS–3 128.325 (740) 597–2687 TF 1–888–682–4799.
COMMUNICATIONS: CTAF/UNICOM 123.075
ATHENS–ALBANY RCO 122.25 (DAYTON RADIO)
Ⓡ **HUNTINGTON APP/DEP CON** 120.95 **CLNC DEL** 120.95
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 344° 29 NM to fld. 880/3W.
UNIVERSITY NDB (MHW) 250 UGS N39°15.44′ W82°07.56′ 247° 5.5 NM to fld. NOTAM FILE DAY.
ILS 108.75 I–UNI Rwy 25. Class IB. LOC unusable inside .5 NM.

BALTIMORE

MILLER FARM LANDING STRIP (7B4) 3 NE UTC−5(−4DT) N39°53.07′ W82°35.34′ **CINCINNATI**
930 S4 NOTAM FILE DAY
RWY 09–27: 3250X50 (TURF) LIRL (NSTD)
RWY 09: Thld dsplcd 270′. Trees. **RWY 27:** Thld dsplcd 275′. Trees.
AIRPORT REMARKS: Attended continuously. For rwy lgts call 614–862–6053. No student ops, no touch and go. Rwy 09–27 NSTD LIRL; rwy ends lgtd with 360° red lgts and dsplcd thlds lgtd with 1 360° green lgt each side of rwy.
COMMUNICATIONS: CTAF 122.9

BANNOCK HELIPORT (2D6) 0 N UTC−5(−4DT) N40°06.42′ W80°58.52′ **DETROIT**
1100 NOTAM FILE CLE
HELIPAD H1: H20X20 (CONC)
HELIPAD H1: Antenna.
HELIPORT REMARKS: Attended Mon–Fri 1300–2100Z‡. Helipad H1 NSTD markings.
COMMUNICATIONS: CTAF 122.9

BARBER (See ALLIANCE)

LOC I-UNI	APP CRS	Rwy Idg	5600
108.75	247°	TDZE	765
		Apt Elev	766

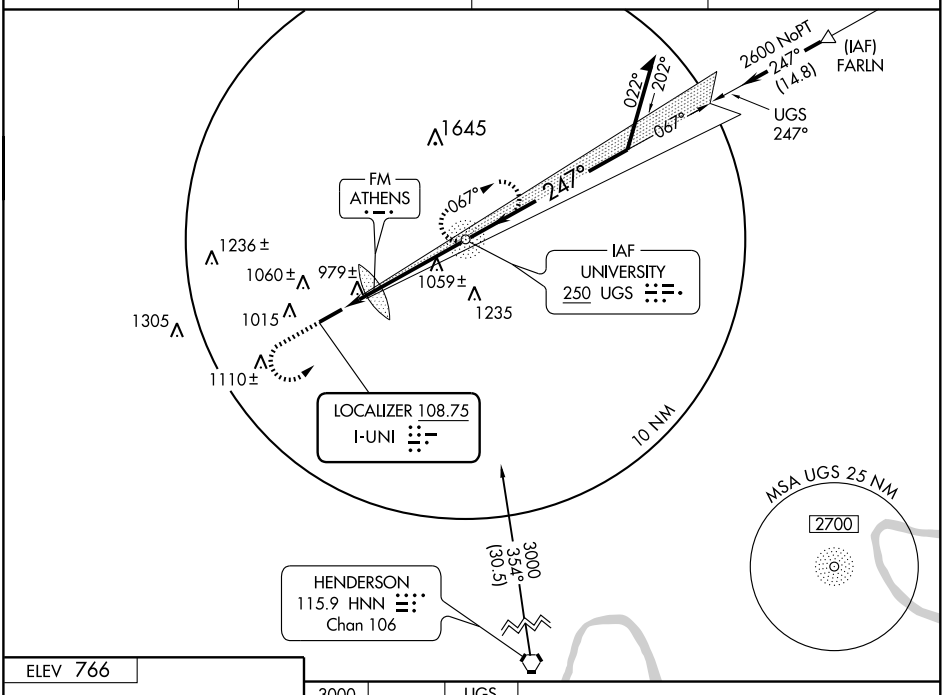
ILS or LOC RWY 25

ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)

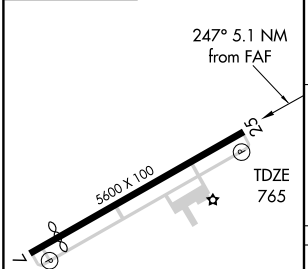
ADF REQUIRED
NA
If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DH's and MDA's 100 feet.

MISSED APPROACH: Climb to 3000, then left turn direct UGS NDB and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L

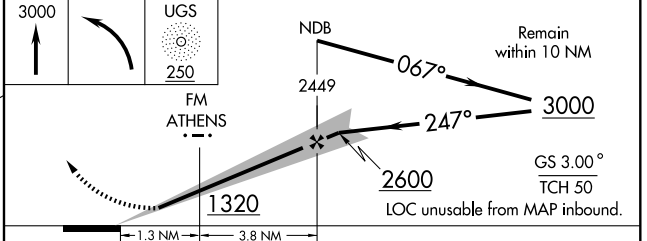


ELEV 766



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 25	974-1 209 (300-1)			
S-LOC 25	1320-1 555 (600-1)		1320-1½ 555 (600-1½)	1320-1¾ 555 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)
FM MINIMUMS				
S-LOC 25	1240-1 475 (500-1)		1240-1¼ 475 (500-1¼)	1240-1½ 475 (500-1½)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB UGS	APP CRS	Rwy Idg	5600
250	247°	TDZE	765
		Apt Elev	766

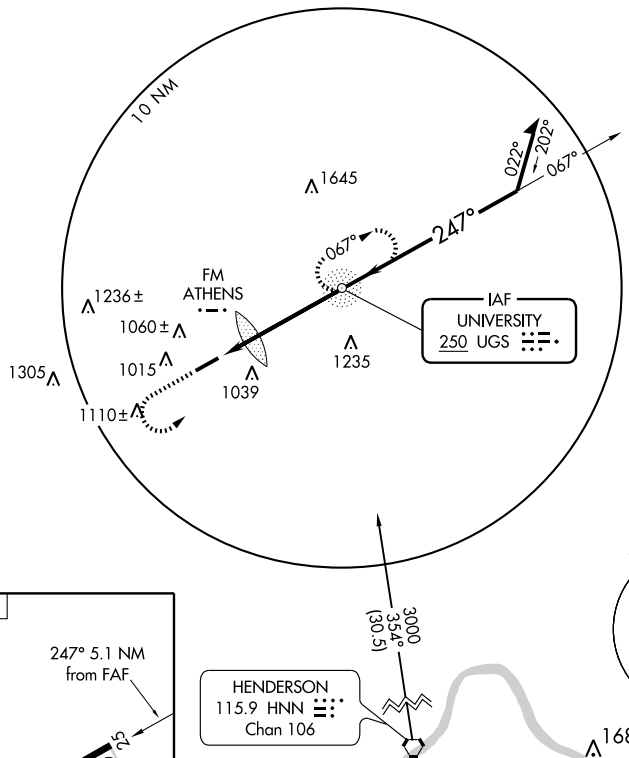
NDB RWY 25

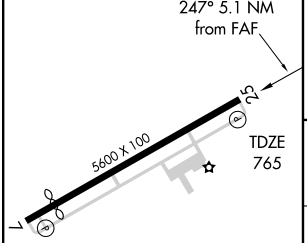
ATHENS (ALBANY)/OHIO UNIVERSITY SNYDER FIELD (UNI)

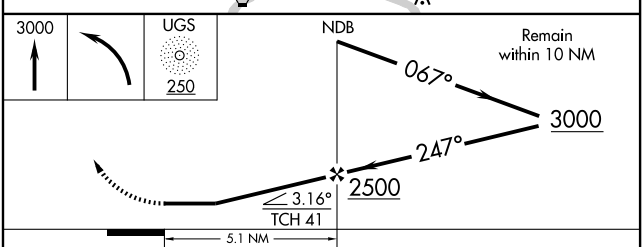
If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000, then left turn direct UGS NDB and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L







MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-25	1380-1 615 (700-1)		1380-1¾ 615 (700-1¾)	1380-2 615 (700-2)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 4700
CH 81916	067°	TDZE 765
W07A		Apt Elev 766

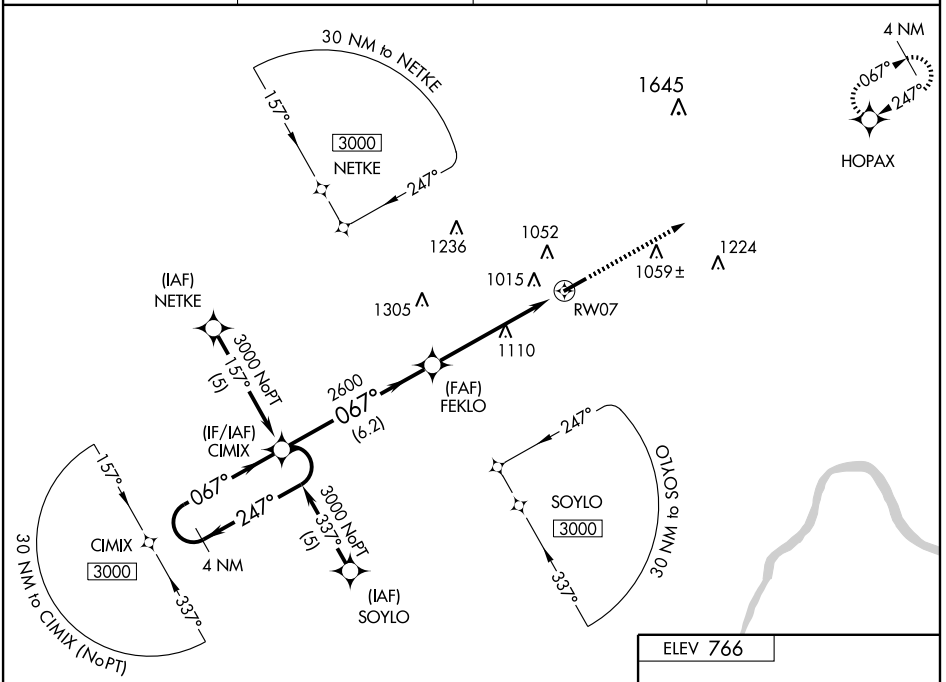
RNAV (GPS) RWY 7

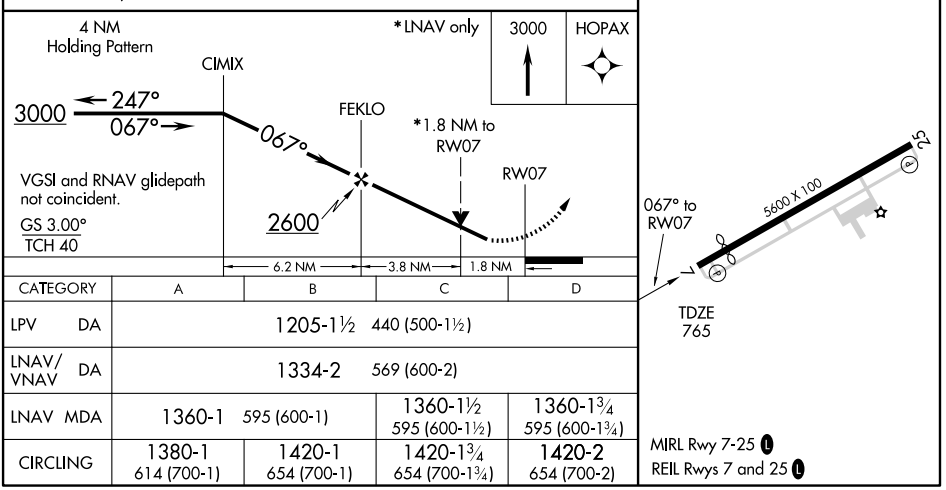
ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)

V NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, LNAV and circling Cats C and D visibility ½ mile and circling Cat B visibility ¼ mile. Baro-VNAV and VDP NA when using Parkersburg, WV altimeter setting.

MISSED APPROACH: Climb to 3000 direct HOPAX and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1205-1½ 440 (500-1½)			
LNAV/VNAV DA	1334-2 569 (600-2)			
LNAV MDA	1360-1 595 (600-1)		1360-1½ 595 (600-1½)	1360-1¾ 595 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 5600
CH 90316	247°	TDZE 765
W25A		Apt Elev 766

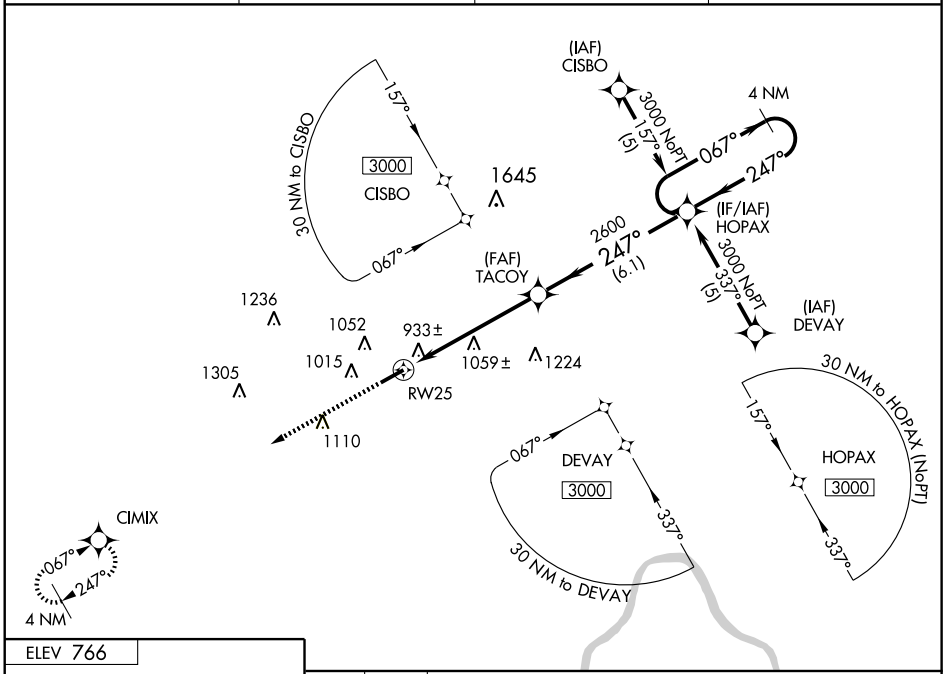
RNAV (GPS) RWY 25

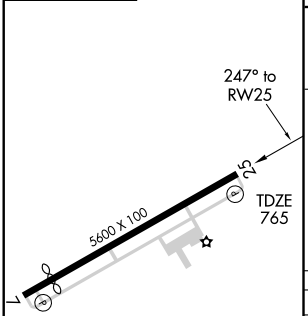
ATHENS (ALBANY)/ OHIO UNIVERSITY SNYDER FIELD (UNI)

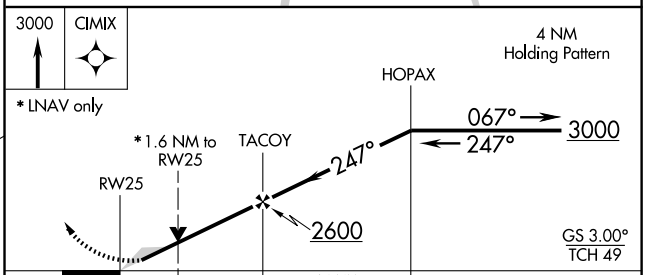
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DA and MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D, circling Cat B visibility ¼ mile and circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Parkersburg, WV altimeter setting.

MISSED APPROACH: Climb to 3000 direct CIMIX and hold.

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) L



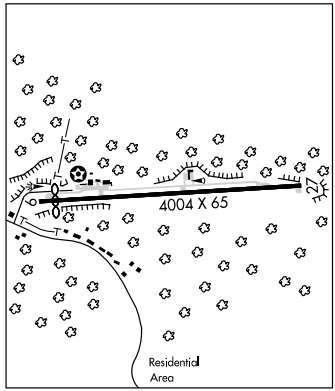




CATEGORY	A	B	C	D
LPV DA	965-¾ 200 (200-¾)			
LNAV/VNAV DA	1247-1¾ 482 (500-1¾)			
LNAV MDA	1320-1 555 (600-1)		1320-1½ 555 (600-1½)	1320-1¾ 555 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BARNESVILLE–BRADFIELD (6G5) 1 NW UTC−5(−4DT) N40°00.15′ W81°11.51′ DETROIT
1312 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE L–29B
RWY 09–27: H4004X65 (ASPH) S–30 MIRL IAP
RWY 09: Thld dsplcd 299′. Road. **RWY 27:** REIL. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Deer and other wildlife on and invof arpt. ACTIVATE rotating bcn, MIRL Rwy 09–27 and REIL Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
CLEVELAND CENTER APP/DEP CON 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 274° 17.3 NM to fld. 1290/7W.



BATAVIA

CLERMONT CO (I69) 2 W UTC−5(−4DT) N39°04.70′ W84°12.61′ CINCINNATI
843 B S4 **FUEL** 100LL, JET A TPA—1843(1000) NOTAM FILE DAY L–27E
RWY 04–22: H3566X75 (ASPH) MIRL 0.9% up SW IAP
RWY 04: REIL. PAPI(P2L)—GA 4.0°. Thld dsplcd 396′. Road.
RWY 22: REIL(NSTD). PAPI(P2L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended Mon–Thu 1400Z‡–dusk, Fri–Sat 1400–2200Z‡, Sun 1600Z‡–dusk. Deer and other animals on and invof arpt. ACTIVATE MIRL Rwy 04–22, PAPI and REIL Rwy 04 and Rwy 22—CTAF. Taxi on hard surface only.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 124.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
FALMOUTH, KY (H) VOR/DME 117.0 FLM Chan 117 N38°38.97′ W84°18.64′ 014° 26.1 NM to fld. 810/4W.
SPORTYS NDB (MHW) 245 PWF N39°04.06′ W84°12.92′ at fld. NOTAM FILE DAY.
NDB unusable byd 15 NM.

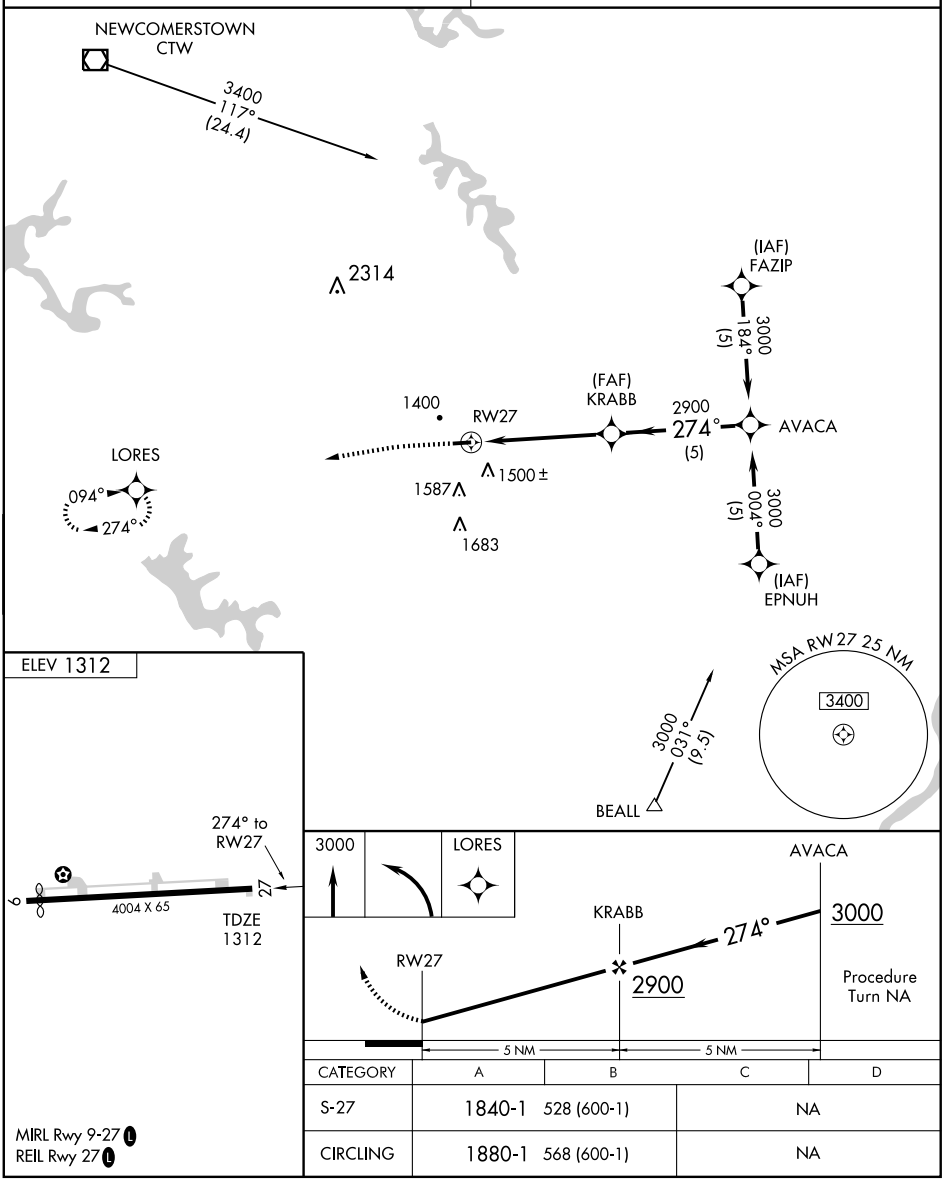
BEACH CITY (2D7) 1 E UTC−5(−4DT) N40°38.80′ W81°33.37′ DETROIT
984 B TPA—1800(816) NOTAM FILE CLE L–29B
RWY 10–28: 3175X115 (TURF) LIRL (NSTD) 0.5% up E IAP
RWY 10: REIL. VASI(V2L). Thld dsplcd 425′. P–line. **RWY 28:** REIL. VASI(V2R). Thld dsplcd 734′. P–line.
AIRPORT REMARKS: Attended irregularly. No ultralight acft 1 NM radius. Rwy 10–28 NSTD LIRL; dsplcd thlds unlighted. ACTIVATE NSTD LIRL Rwy 10–28, Rwy 10 REIL and REIL Rwy 28, and rotating bcn—122.85. Rwy 10–28 dsplcd thld marked with thld lgts on 1′ day glo red containers. Rwy 10–28 numbers incorrect.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 359° 25.3 NM to fld. 1180/7W. **HIWAS.**

BELLAIRE N40°01.02′ W80°49.04′ NOTAM FILE CLE. DETROIT
(H) VOR/DME 117.1 AIR Chan 118 274° 17.3 NM to Barnesville—Bradfield. 1290/7W. H–10G, L–29B
VOR portion unusable 329°–349° below 6000′.
RCO 122.1R 117.1T (CLEVELAND RADIO)

APP CRS	Rwy Idg	4004
274°	TDZE	1312
	Apt Elev	1312

GPS RWY 27
BARNESVILLE-BRADFIELD (6G5)

NA Use Wheeling, WV altimeter setting.	MISSED APPROACH: Climb to 3000, then left turn direct LORES WP and hold.
CLEVELAND CENTER **120.4 257.975**	UNICOM **123.0** (CTAF) L



CATEGORY	A	B	C	D
S-27	1840-1 528 (600-1)			NA
CIRCLING	1880-1 568 (600-1)			NA

MIRL Rwy 9-27 L
REIL Rwy 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME AIR	APP CRS	Rwy Idg	4004
117.1	274°	TDZE	1312
Chan 118		Apt Elev	1312

VOR/DME RWY 27

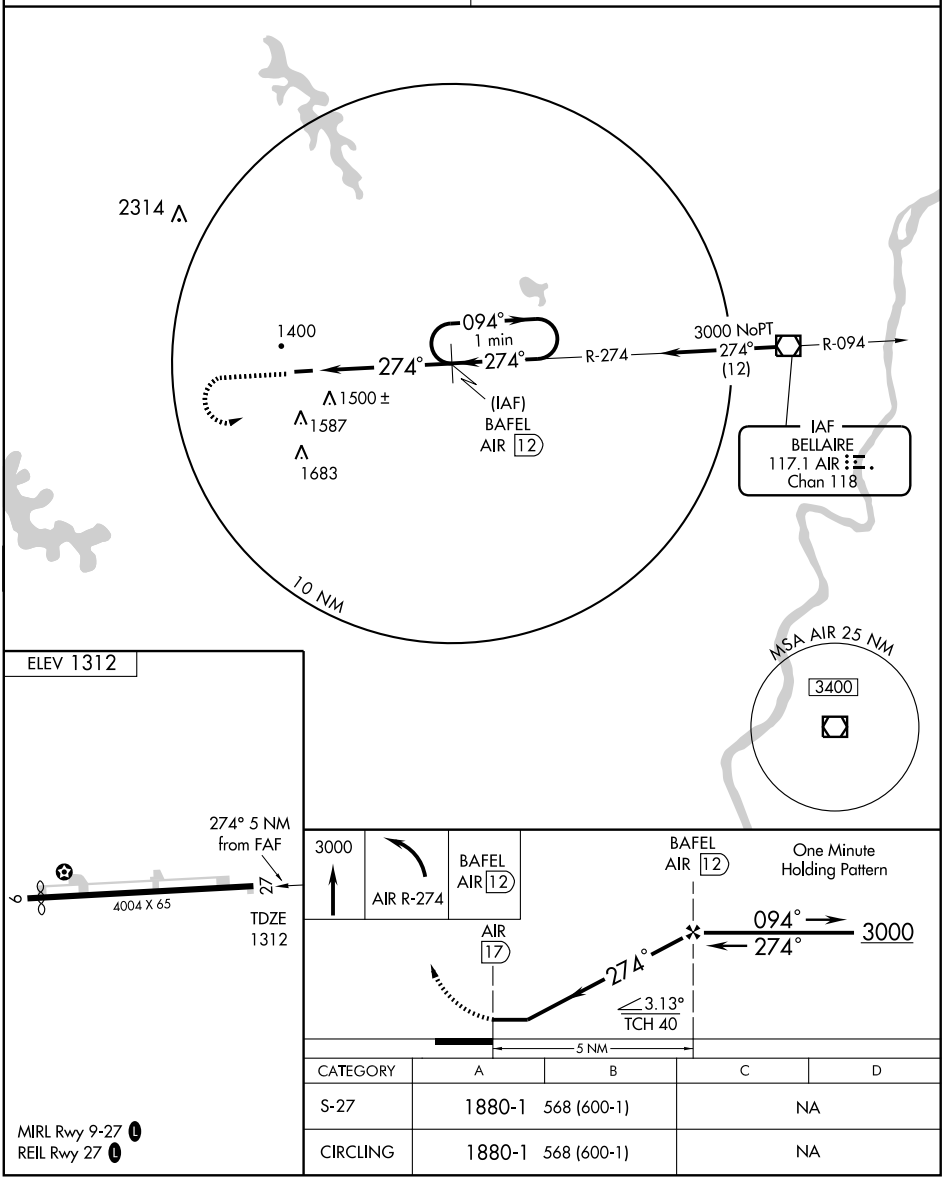
BARNESVILLE-BRADFIELD (6G5)

Use Wheeling, WV altimeter setting.

NA

MISSED APPROACH: Climb to 3000, then left turn via AIR R-274 to BAFEL/12 DME and hold.

CLEVELAND CENTER	UNICOM
120.4 257.975	123.0 (CTAF) L

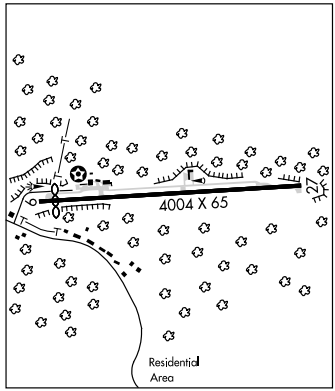


CATEGORY	A	B	C	D
S-27	1880-1	568 (600-1)	NA	
CIRCLING	1880-1	568 (600-1)	NA	

MIRL Rwy 9-27 L
REIL Rwy 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BARNESVILLE–BRADFIELD (6G5) 1 NW UTC−5(−4DT) N40°00.15′ W81°11.51′ DETROIT
1312 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE L–29B
RWY 09–27: H4004X65 (ASPH) S–30 MIRL IAP
RWY 09: Thld dsplcd 299′. Road. **RWY 27:** REIL. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Deer and other wildlife on and invof arpt. ACTIVATE rotating bcn, MIRL Rwy 09–27 and REIL Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
CLEVELAND CENTER APP/DEP CON 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 274° 17.3 NM to fld. 1290/7W.



BATAVIA

CLERMONT CO (I69) 2 W UTC−5(−4DT) N39°04.70′ W84°12.61′ CINCINNATI
843 B S4 **FUEL** 100LL, JET A TPA—1843(1000) NOTAM FILE DAY L–27E
RWY 04–22: H3566X75 (ASPH) MIRL 0.9% up SW IAP
RWY 04: REIL. PAPI(P2L)—GA 4.0°. Thld dsplcd 396′. Road.
RWY 22: REIL(NSTD). PAPI(P2L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended Mon–Thu 1400Z‡–dusk, Fri–Sat 1400–2200Z‡, Sun 1600Z‡–dusk. Deer and other animals on and invof arpt. ACTIVATE MIRL Rwy 04–22, PAPI and REIL Rwy 04 and Rwy 22—CTAF. Taxi on hard surface only.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 124.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
FALMOUTH, KY (H) VOR/DME 117.0 FLM Chan 117 N38°38.97′ W84°18.64′ 014° 26.1 NM to fld. 810/4W.
SPORTYS NDB (MHW) 245 PWF N39°04.06′ W84°12.92′ at fld. NOTAM FILE DAY.
NDB unusable byd 15 NM.

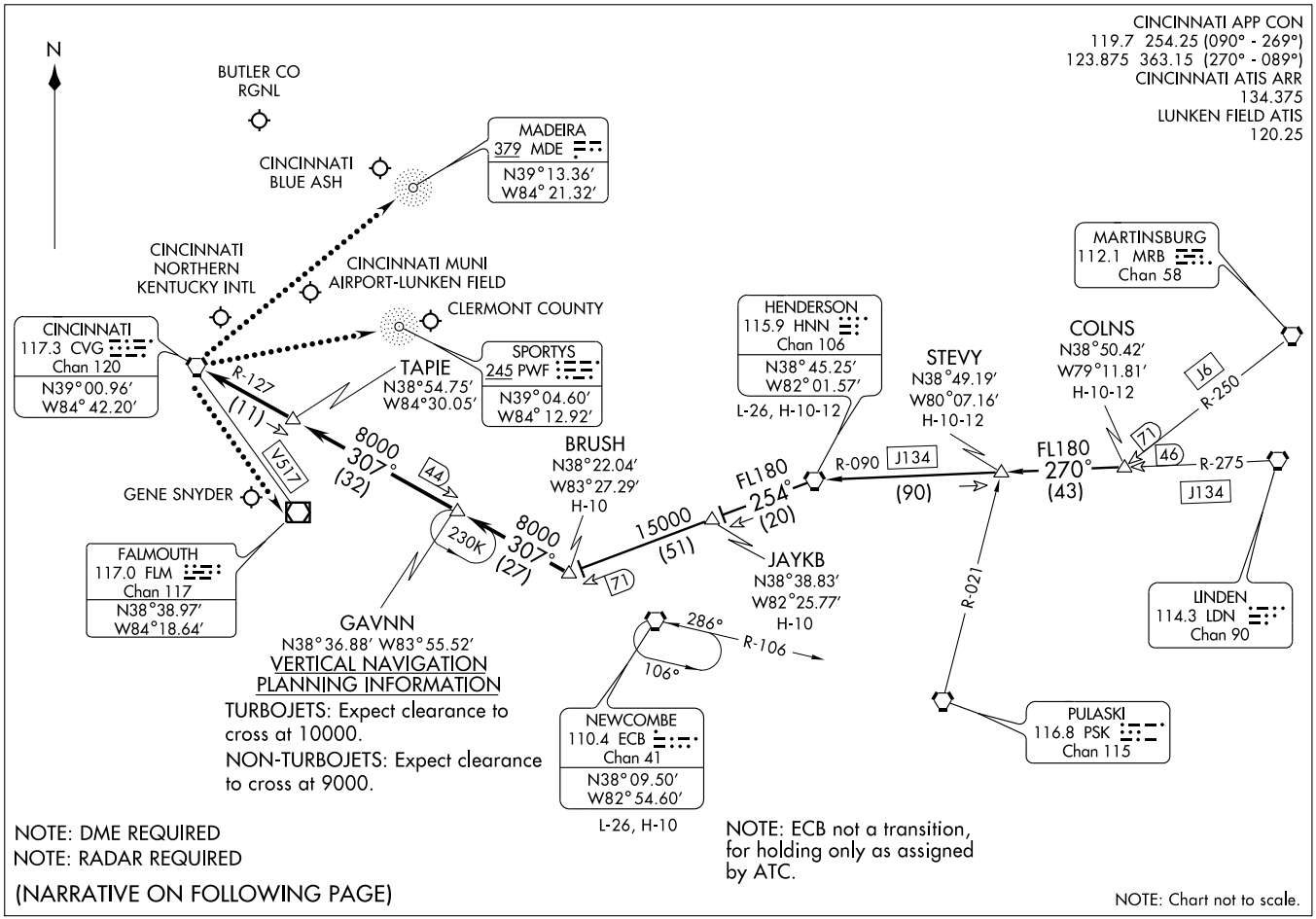
BEACH CITY (2D7) 1 E UTC−5(−4DT) N40°38.80′ W81°33.37′ DETROIT
984 B TPA—1800(816) NOTAM FILE CLE L–29B
RWY 10–28: 3175X115 (TURF) LIRL (NSTD) 0.5% up E IAP
RWY 10: REIL. VASI(V2L). Thld dsplcd 425′. P–line. **RWY 28:** REIL. VASI(V2R). Thld dsplcd 734′. P–line.
AIRPORT REMARKS: Attended irregularly. No ultralight acft 1 NM radius. Rwy 10–28 NSTD LIRL; dsplcd thlds unlighted. ACTIVATE NSTD LIRL Rwy 10–28, Rwy 10 REIL and REIL Rwy 28, and rotating bcn—122.85. Rwy 10–28 dsplcd thld marked with thld lgts on 1′ day glo red containers. Rwy 10–28 numbers incorrect.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 359° 25.3 NM to fld. 1180/7W. **HIWAS.**

BELLAIRE N40°01.02′ W80°49.04′ NOTAM FILE CLE. DETROIT
(H) VOR/DME 117.1 AIR Chan 118 274° 17.3 NM to Barnesville—Bradfield. 1290/7W. H–10G, L–29B
VOR portion unusable 329°–349° below 6000′.
RCO 122.1R 117.1T (CLEVELAND RADIO)

BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO



BRUSH ONE ARRIVAL
(BRUSH.BRUSH1) 10098
CINCINNATI, OHIO

ST-655 (FAA)

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

ST-655 (FAA)

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN ATIS
120.25

ROSEWOOD
117.5 ROD
Chan 122

APPLETON
116.7 APE
Chan 114
N40°09.06′
W82°35.30′
L-29, H-10

FL180
272°
(51)

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

FL180
248°
(23)

BOWRR
N39°57.97′
W83°01.94′

10000
248°
(32)

55

ORLEE
N39°42.67′
W83°38.04′

64
10000
(9)

HEDEE
N39°38.25′
W83°48.34′

70
10000
248°
(6)

51
8000
231°
(9)

JARSO
N39°35.50′
W83°54.70′

42
8000
(9)

230K

N

TIGRR
N39°29.40′ - W84°03.18′
VERTICAL PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000′.
NON-TURBOJETS: Expect clearance to cross at 9000′.
All aircraft landing LUK expect clearance to cross at 8000′.

R-169

CHARZ
N39°23.57′ - W84°11.25′
VERTICAL PLANNING INFORMATION
All aircraft landing LUK expect clearance to cross at 4000′ or 6000′.

NOTE: APE TRANSITION - Only for use by overseas flights, or, aircraft from Cleveland/ Akron-Canton/ Pittsburgh terminal areas with filed altitudes at or below FL220.

NOTE: DME REQUIRED

NOTE: Chart not to scale.

BUTLER COUNTY REGIONAL

CINCINNATI BLUE ASH

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

8000
(33)
231°

MADEIRA
379 MDE
N39°13.36′
W84°21.32′

SPORTYS
245 PWF
N39°04.60′
W84°12.92′

CINCINNATI MUNI AIRPORT-LUNKEN FIELD

R-051

CLERMONT COUNTY

FALMOUTH
117.0 FLM
Chan 117
N38°38.97′
W84°18.64′

CINCINNATI/NORTHERN KENTUCKY INTL

V517

GENE SNYDER

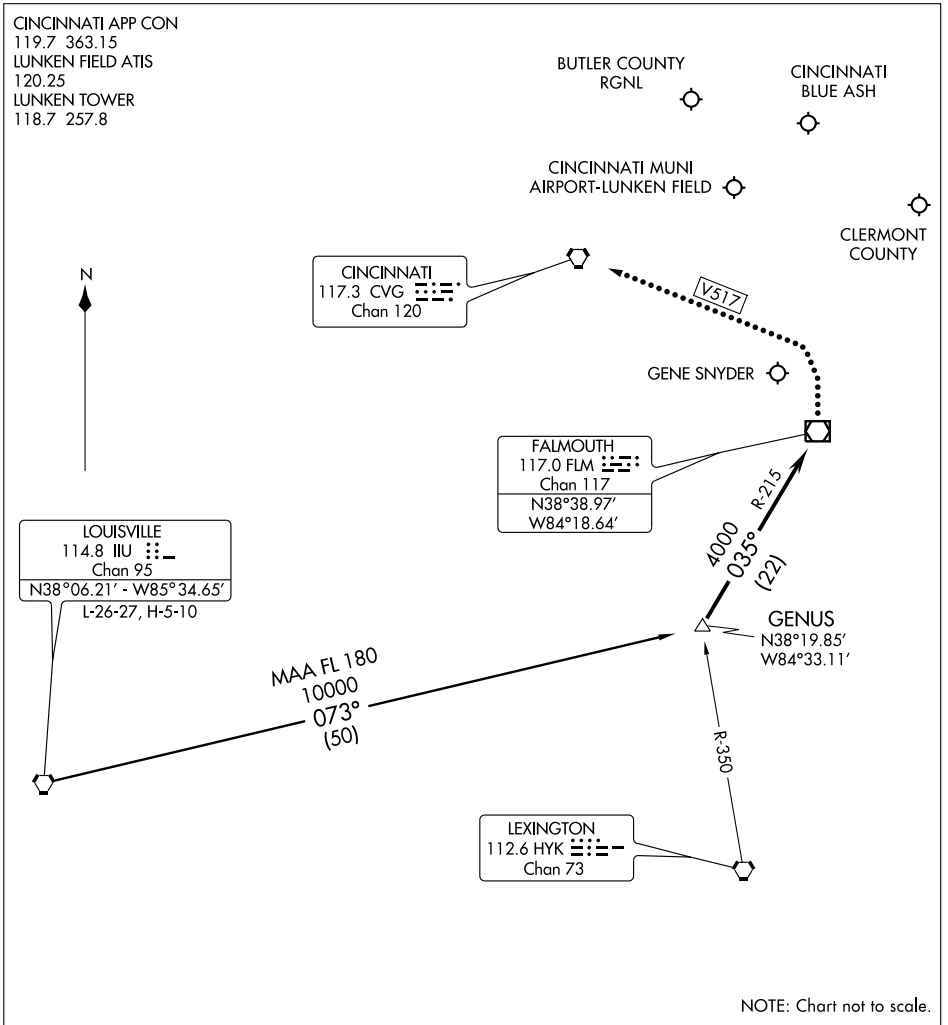
APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

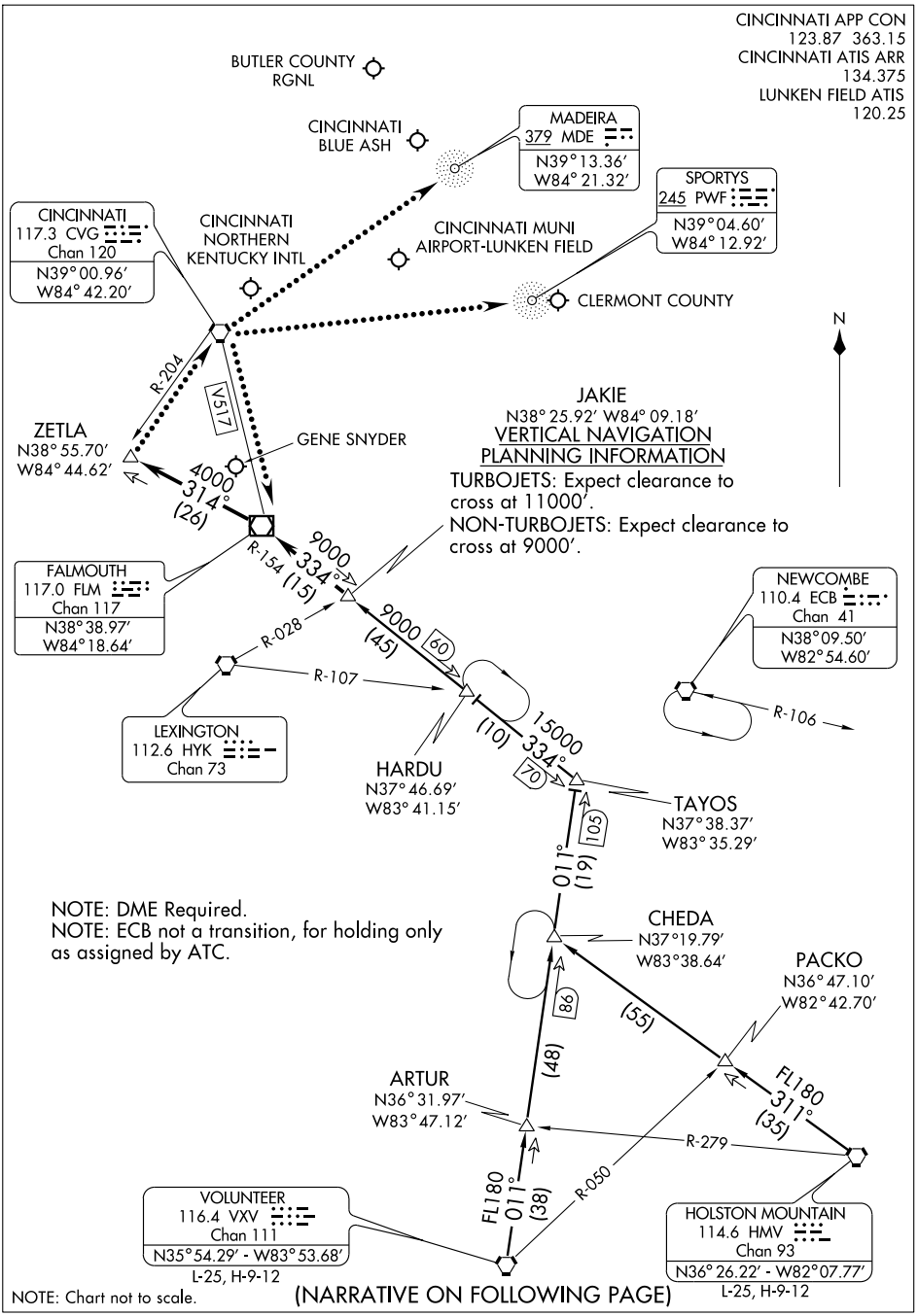
. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

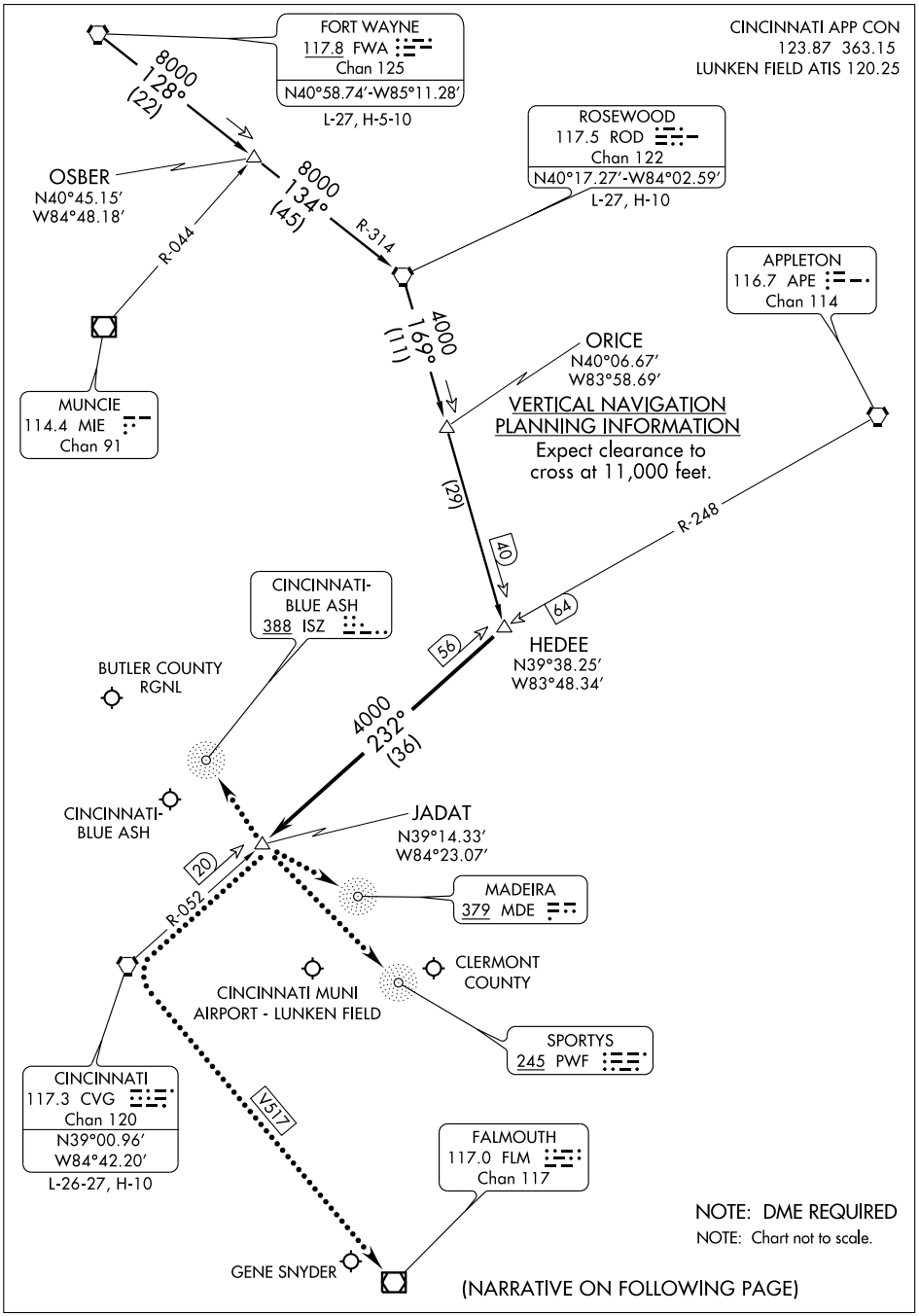


HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



HEDEE TWO ARRIVAL

CINCINNATI, OHIO

(HEDEE.HEDEE2) 10098

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB PWF	APP CRS	Rwy Idg	3566
245	228°	TDZE	841
		Apt Elev	844

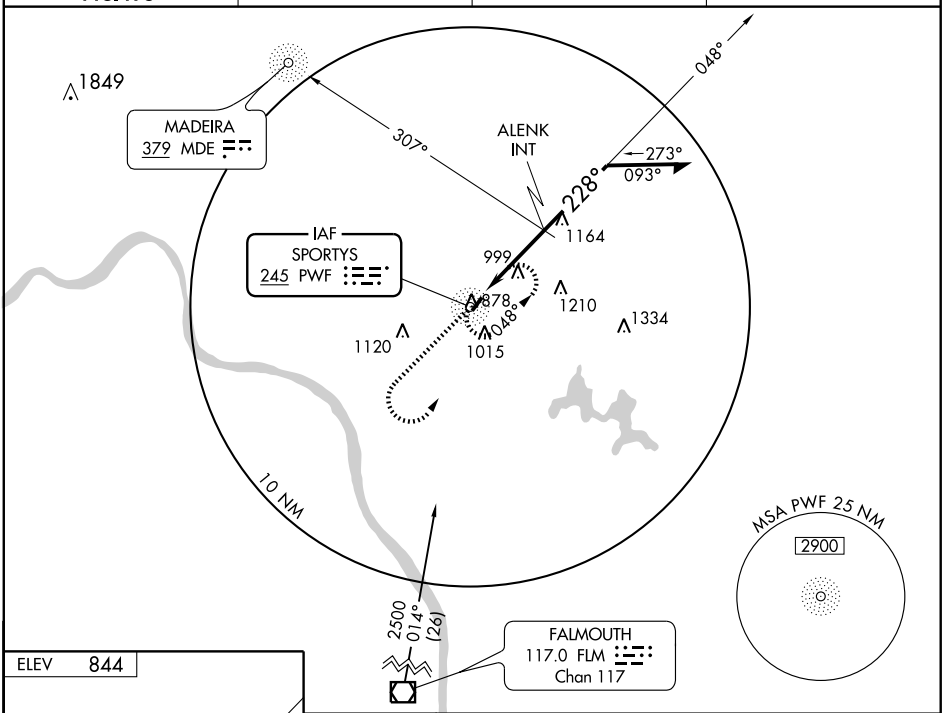
NDB RWY 22

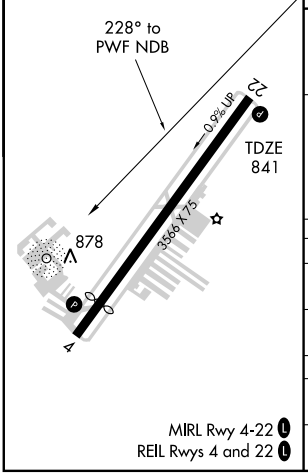
BATAVIA / CLERMONT COUNTY (I69)

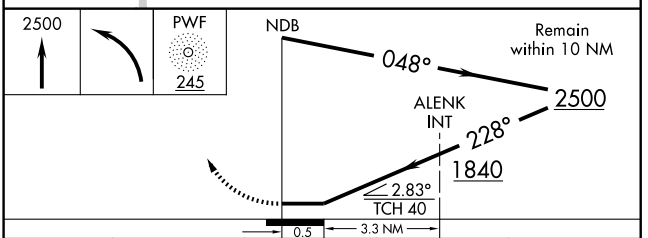
⚠ NA — Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 then left turn direct PWF NDB and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-22	1840-1¼ 999 (1000-1¼)	1840-1½ 999 (1000-1½)	1840-3 999 (1000-3)	NA
CIRCLING	1840-1¼ 996 (1000-1¼)	1840-1½ 996 (1000-1½)	1840-3 996 (1000-3)	NA
ALENK FIX MINIMUMS (DUAL ADF REQUIRED)				
S-22	1340-1 499 (500-1)		1340-1¼ 499 (500-1¼)	NA
CIRCLING	1360-1 516 (600-1)		1360-1½ 516 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3170
040°	TDZE	841
	Apt Elev	844

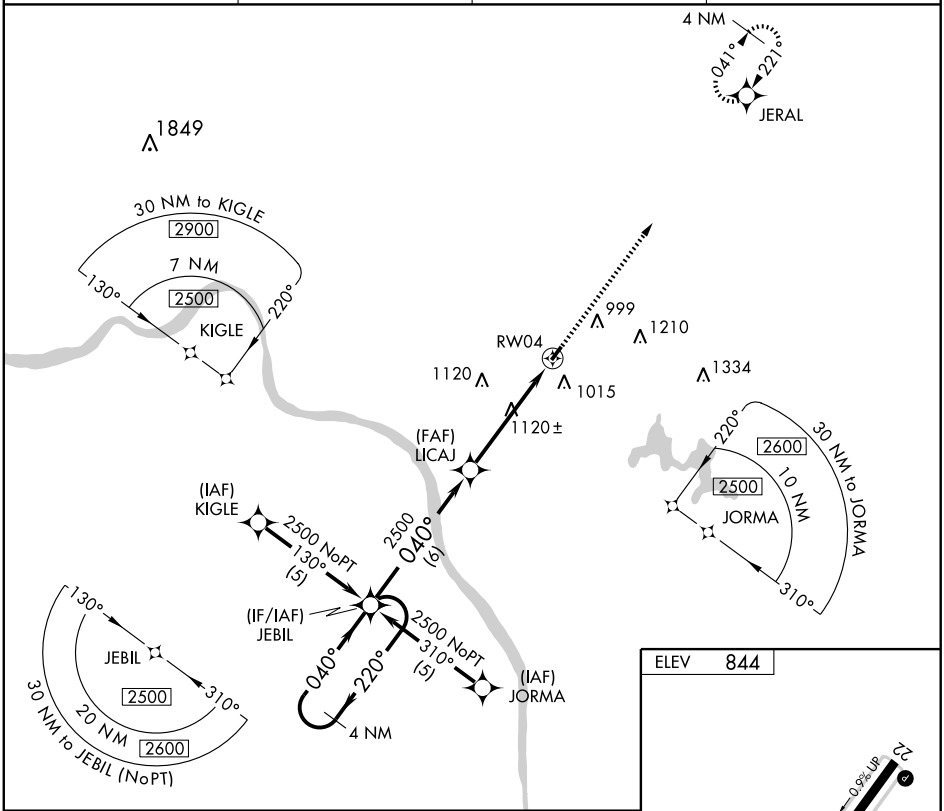
RNAV (GPS) RWY 4

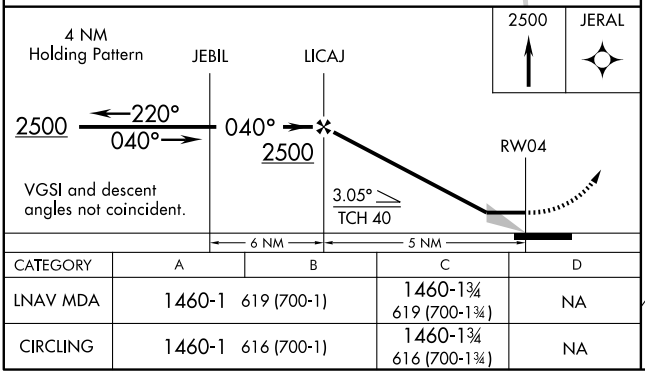
BATAVIA / CLERMONT COUNTY (I69)

⚠ NA — DME/DME RNP-0.3 NA. Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

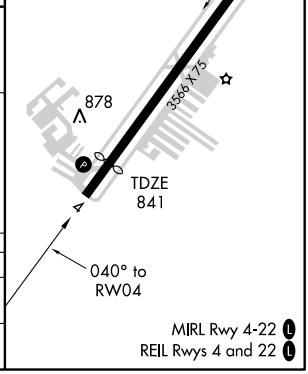
MISSED APPROACH: Climb to 2500 direct JERAL and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-1	619 (700-1)	1460-1¾ 619 (700-1¾)	NA
CIRCLING	1460-1	616 (700-1)	1460-1¾ 616 (700-1¾)	NA



EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
221°	Rwy Idg	3566
	TDZE	841
	Apt Elev	844

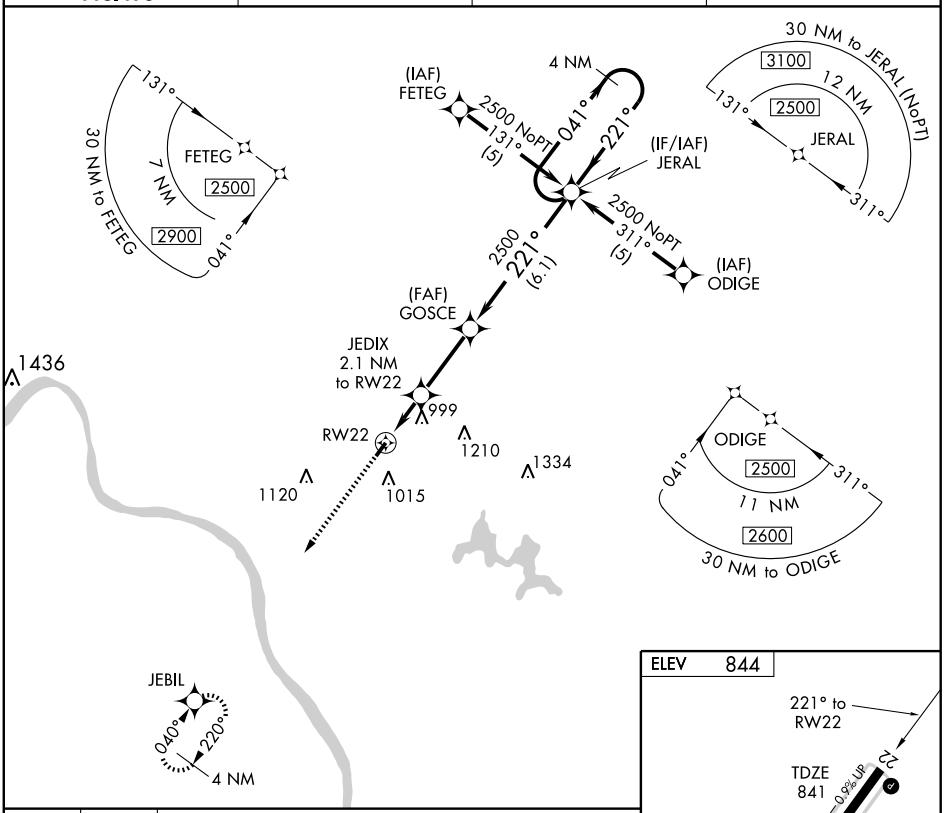
RNAV (GPS) RWY 22

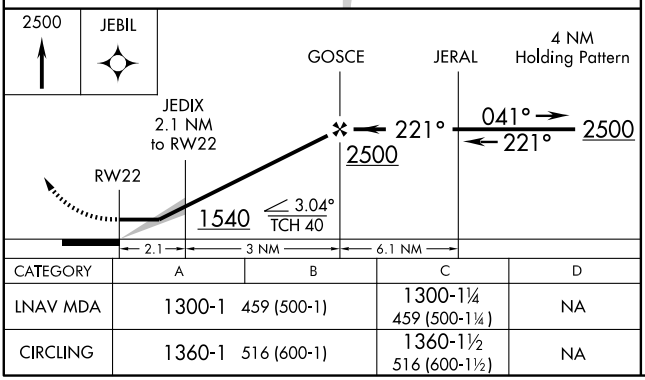
BATAVIA / CLERMONT COUNTY (I69)

NA DME/DME RNP-0.3 NA. Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

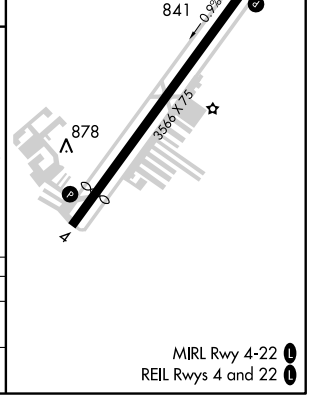
MISSED APPROACH: Climb to 2500 direct JEBIL and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1300-1	459 (500-1)	1300-1¼ 459 (500-1¼)	NA
CIRCLING	1360-1	516 (600-1)	1360-1½ 516 (600-1½)	NA



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME FLM	APP CRS	Rwy Idg	N/A
117.0	014°	TDZE	N/A
Chan 117		Apt Elev	844

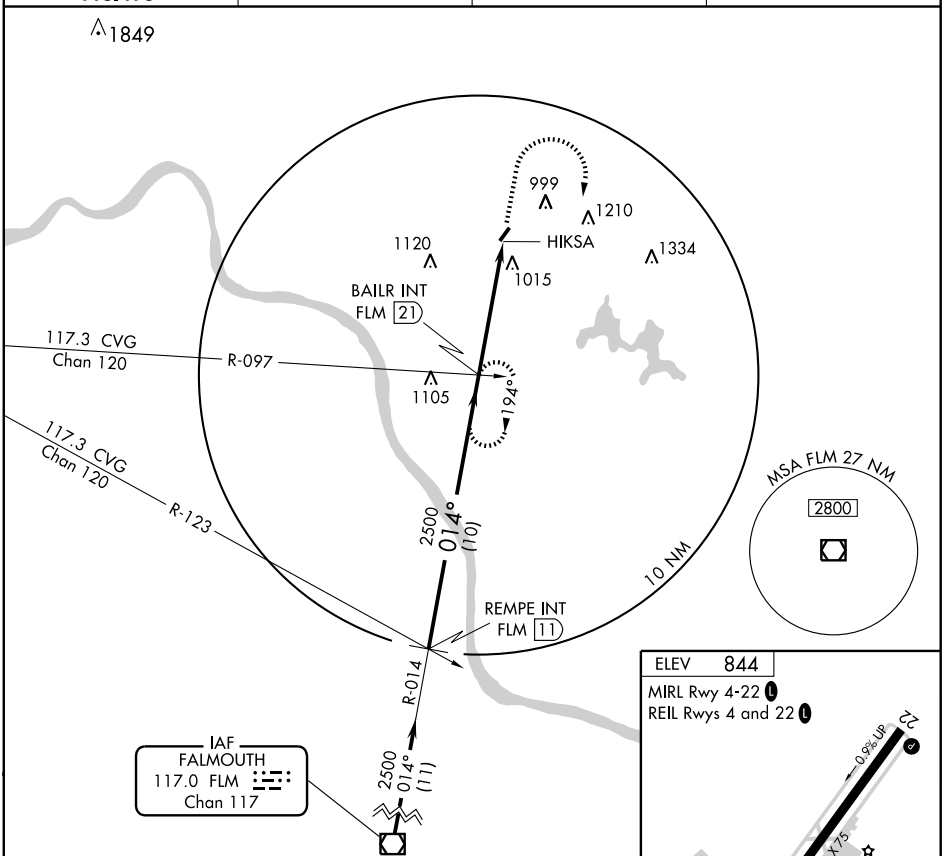
VOR-B

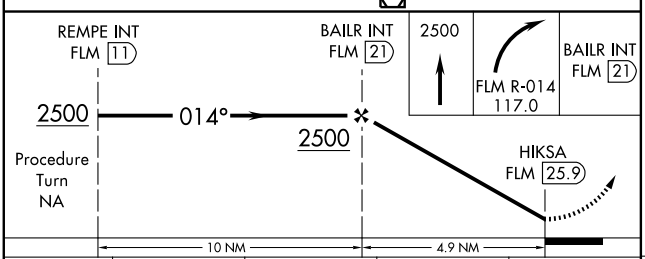
BATAVIA / CLERMONT COUNTY (I69)

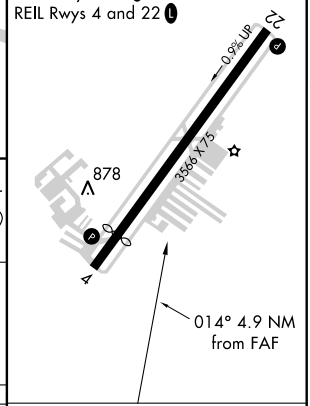
NA Use Cincinnati-Blue Ash altimeter setting, if not received, use Cincinnati Lunken Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 then right turn via FLM R-014 to BAILR Int/21 DME and hold.

CINCINNATI-BLUE ASH AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	122.975 (CTAF) L





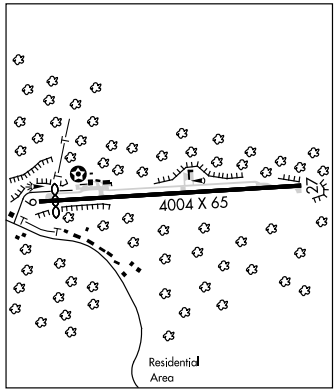


CATEGORY	A	B	C	D
CIRCLING	1420-1 576 (600-1)	1420-1¼ 576 (600-1¼)	1420-1½ 576 (600-1½)	NA

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BARNESVILLE–BRADFIELD (6G5) 1 NW UTC−5(−4DT) N40°00.15′ W81°11.51′ DETROIT
1312 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE L–29B
RWY 09–27: H4004X65 (ASPH) S–30 MIRL IAP
RWY 09: Thld dsplcd 299′. Road. **RWY 27:** REIL. Trees.
AIRPORT REMARKS: Attended dalgt hrs. Deer and other wildlife on and invof arpt. ACTIVATE rotating bcn, MIRL Rwy 09–27 and REIL Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
CLEVELAND CENTER APP/DEP CON 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 274° 17.3 NM to fld. 1290/7W.



BATAVIA

CLERMONT CO (I69) 2 W UTC−5(−4DT) N39°04.70′ W84°12.61′ CINCINNATI
843 B S4 **FUEL** 100LL, JET A TPA—1843(1000) NOTAM FILE DAY L–27E
RWY 04–22: H3566X75 (ASPH) MIRL 0.9% up SW IAP
RWY 04: REIL. PAPI(P2L)—GA 4.0°. Thld dsplcd 396′. Road.
RWY 22: REIL(NSTD). PAPI(P2L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended Mon–Thu 1400Z‡–dusk, Fri–Sat 1400–2200Z‡, Sun 1600Z‡–dusk. Deer and other animals on and invof arpt. ACTIVATE MIRL Rwy 04–22, PAPI and REIL Rwy 04 and Rwy 22—CTAF. Taxi on hard surface only.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 124.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
FALMOUTH, KY (H) VOR/DME 117.0 FLM Chan 117 N38°38.97′ W84°18.64′ 014° 26.1 NM to fld. 810/4W.
SPORTYS NDB (MHW) 245 PWF N39°04.06′ W84°12.92′ at fld. NOTAM FILE DAY.
NDB unusable byd 15 NM.

BEACH CITY (2D7) 1 E UTC−5(−4DT) N40°38.80′ W81°33.37′ DETROIT
984 B TPA—1800(816) NOTAM FILE CLE L–29B
RWY 10–28: 3175X115 (TURF) LIRL (NSTD) 0.5% up E IAP
RWY 10: REIL. VASI(V2L). Thld dsplcd 425′. P–line. **RWY 28:** REIL. VASI(V2R). Thld dsplcd 734′. P–line.
AIRPORT REMARKS: Attended irregularly. No ultralight acft 1 NM radius. Rwy 10–28 NSTD LIRL; dsplcd thlds unlighted. ACTIVATE NSTD LIRL Rwy 10–28, Rwy 10 REIL and REIL Rwy 28, and rotating bcn—122.85. Rwy 10–28 dsplcd thld marked with thld lgts on 1′ day glo red containers. Rwy 10–28 numbers incorrect.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 359° 25.3 NM to fld. 1180/7W. **HIWAS.**

BELLAIRE N40°01.02′ W80°49.04′ NOTAM FILE CLE. DETROIT
(H) VOR/DME 117.1 AIR Chan 118 274° 17.3 NM to Barnesville—Bradfield. 1290/7W. H–10G, L–29B
VOR portion unusable 329°–349° below 6000′.
RCO 122.1R 117.1T (CLEVELAND RADIO)

VOR/DME CTW	APP CRS	Rwy Idg	N/A
111.8	359°	TDZE	N/A
Chan 55		Apt Elev	984

VOR or GPS-A

BEACH CITY (2D7)

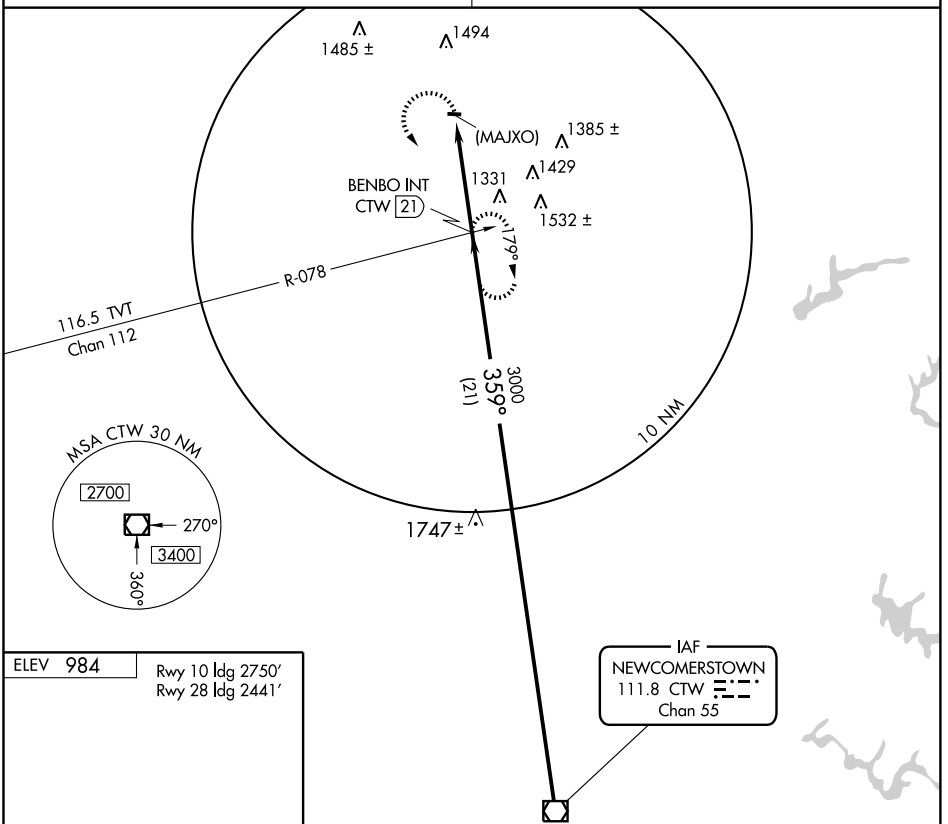
NA

Use Akron-Canton altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via CTW R-359 to BENBO Int/CTW 21 DME and hold.

AKRON-CANTON APP CON ★
125.5 371.875

UNICOM
122.8 (CTAF) 122.85 L

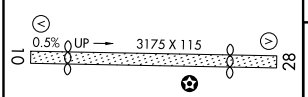


EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

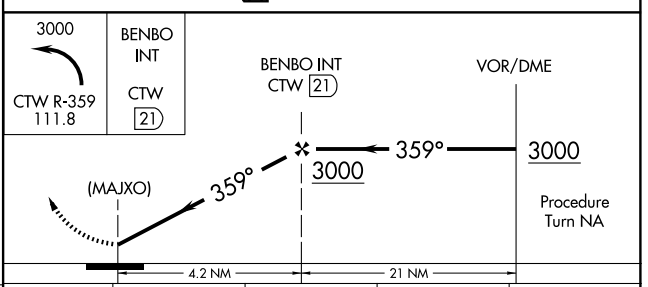
ELEV 984

Rwy 10 ldg 2750′
Rwy 28 ldg 2441′



359° 4.2 NM from FAF

REIL Rwys 10 and 28 L
LIRL Rwy 10-28 L



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	1720-1 736 (800-1)	NA		

BELLEFONTAINE RGNL (EDJ) 3 W UTC−5(−4DT) N40°22.34′ W83°49.16′ DETROIT
1122 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY L–27E
RWY 07–25: H4999X100 (ASPH) MIRL 0.4% up NE IAP
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 40′. P–line. **RWY 25:** REIL. PAPI(P4L)—GA 4.0° TCH 57′. Fence.
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk, Sat–Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 07–25, PAPI Rwys 07, 25 and REIL Rwys 07 and 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (937) 599–4654.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 069° 11.5 NM to fld. 1080/5W.
NDB (MHW) 242 EDJ N40°22.26′ W83°48.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: AWOS–3 visibility and precipitation unreliable.

BENTON RIDGE N41°01.27′ W83°40.15′ NOTAM FILE FDY. DETROIT
NDB (MHW) 334 BNR at Findlay. Unmonitored. L–28J

BLOOM (See JAMESTOWN)

BLUFFTON (5G7) 1 SE UTC−5(−4DT) N40°53.13′ W83°52.12′ DETROIT
851 B S3 **FUEL** 100LL, JET A TPA—1851(1000) NOTAM FILE CLE L–27E
RWY 05–23: H4126X75 (ASPH) S–12.5 MIRL IAP
RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. PAEW 1300–2200Z‡ Mon–Fri. Twy marked with reflectors. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 23 REIL Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 233° 6.6 NM to fld. 820/2W.
COMM/NAV/WEATHER REMARKS: Unicom monitored irregularly.

BOLTON FLD (See COLUMBUS)

BORDNER (See BOWLING GREEN)

BOUTN N39°49.16′ W83°12.29′ NOTAM FILE DAY. CINCINNATI
NDB (MHW/LOM) 230 BU 038° 5.8 NM to Bolton Fld. Unmonitored when twr clsd. L–29A
NDB unusable 355°–010° beyond 15 NM.

BOWLING GREEN

BORDNER (3D8) 4 SW UTC−5(−4DT) N41°20.16′ W83°43.39′ DETROIT
690 NOTAM FILE CLE
RWY 09–27: 2703X30 (TURF) S–5 LIRL
RWY 09: P–line. Rgt tfc. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt CLOSED indef. For LIRL Rwy 09–27 call 419–352–5200.
COMMUNICATIONS: CTAF 122.9

WOOD CO (1GØ) 1 NE UTC−5(−4DT) N41°23.46′ W83°37.81′ DETROIT
673 B **FUEL** 100LL, JET A TPA—1700(1027) NOTAM FILE CLE L–28J
RWY 10–28: H4199X75 (ASPH) MIRL IAP
RWY 10: REIL. PAPI(P4L). **RWY 28:** REIL. PAPI(P4L). Rgt tfc.
RWY 18–36: H2628X50 (ASPH) MIRL
RWY 18: REIL. PAPI(P4L). **RWY 36:** Thld dsplcd 57′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. Flocks of geese on and invof arpt during fall and winter. 160′ AGL stadium lgts .6 NM SE of arpt. Rwy 28 is the calm wind rwy. Rwy 10 REIL OTS indef. Rwy 10 VASI OTS indef. ACTIVATE MIRL Rwy 10–28 and Rwy 18–36; REIL Rwy 10, Rwy 18, and Rwy 28 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.725 (419) 354–1415.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 176° 3.7 NM to fld. 660/2W.

BRACEVILLE (See NEWTON FALLS)

APP CRS	Rwy Idg	4999
074°	TDZE	1113
	Apt Elev	1123

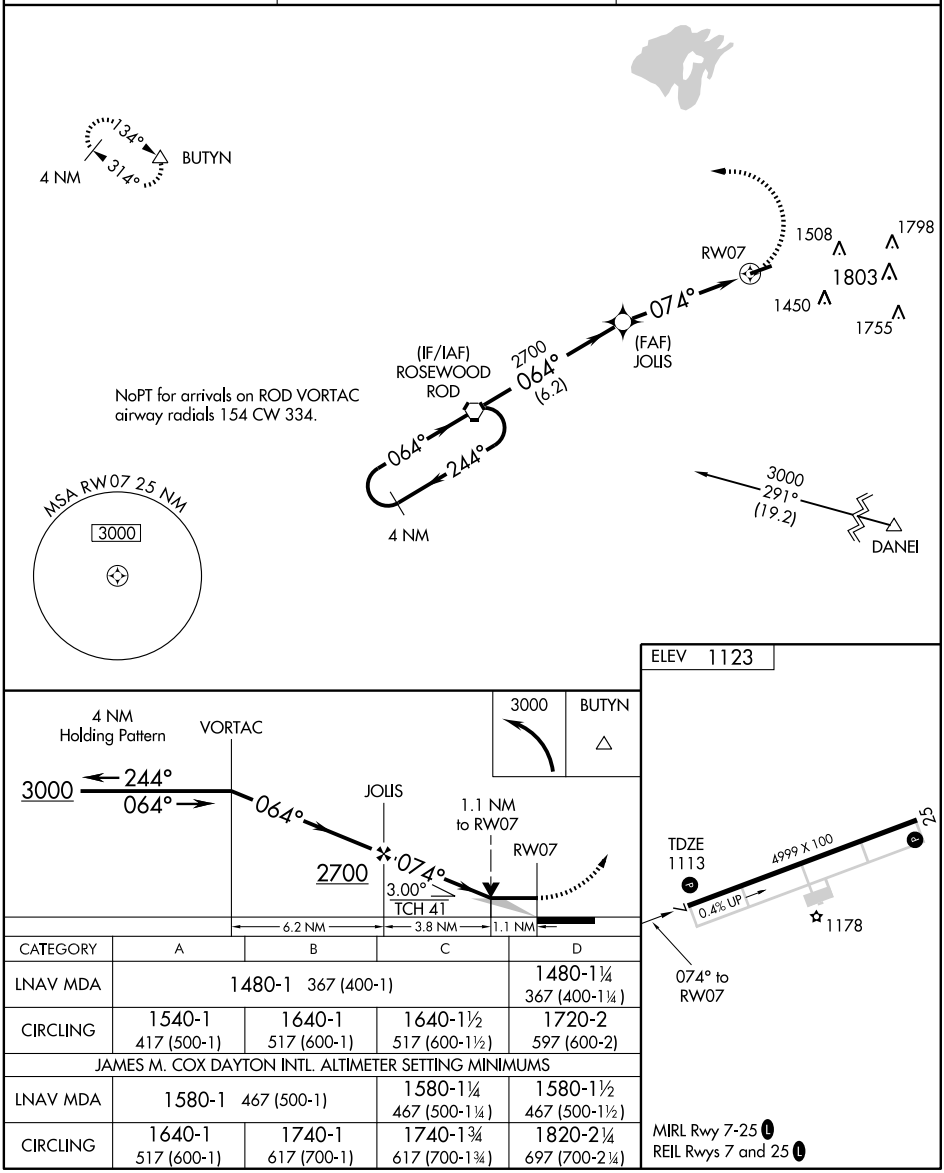
RNAV (GPS) RWY 7

BELLEFONTAINE RGNL (EDJ)

When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting. VDP NA with James M. Cox Dayton Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct BUTYN WP and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1480-1 367 (400-1)			1480-1¼ 367 (400-1¼)
CIRCLING	1540-1 417 (500-1)	1640-1 517 (600-1)	1640-1½ 517 (600-1½)	1720-2 597 (600-2)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
LNAV MDA	1580-1 467 (500-1)		1580-1¼ 467 (500-1¼)	1580-1½ 467 (500-1½)
CIRCLING	1640-1 517 (600-1)	1740-1 617 (700-1)	1740-1¾ 617 (700-1¾)	1820-2¼ 697 (700-2¼)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

BELLEFONTAINE RGNL (EDJ)

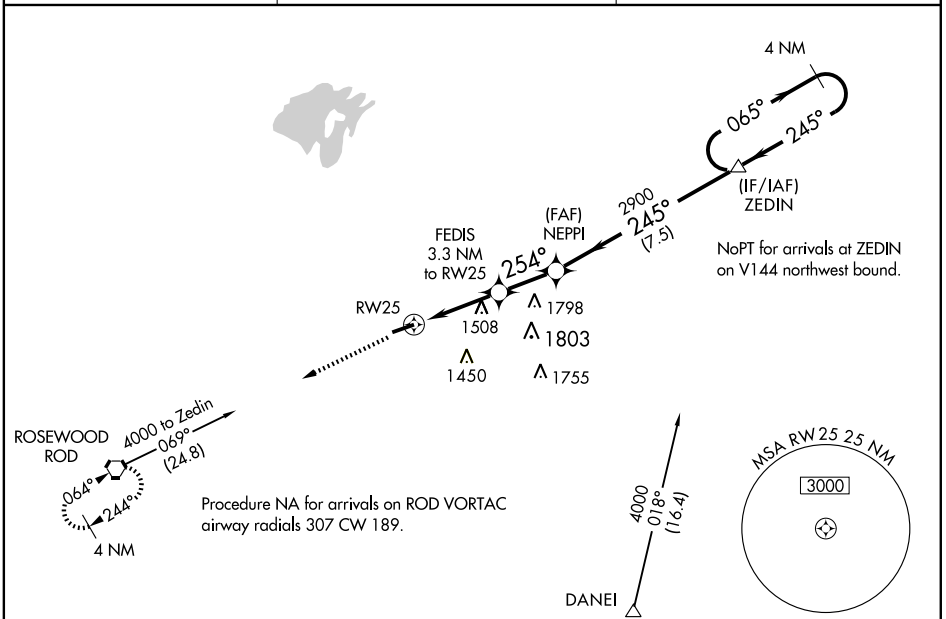
APP CRS	Rwy Idg	4999
254°	TDZE	1123
	Apt Elev	1123

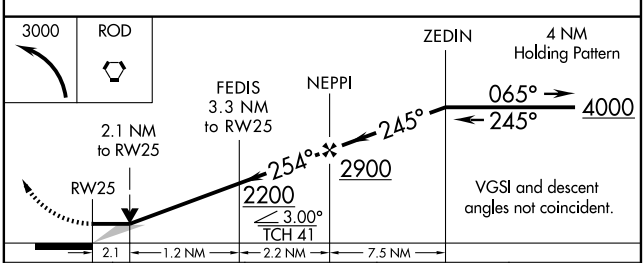
When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting. VDP NA with James M. Cox Intl altimeter setting. DME/DME RNP-0.3 NA.

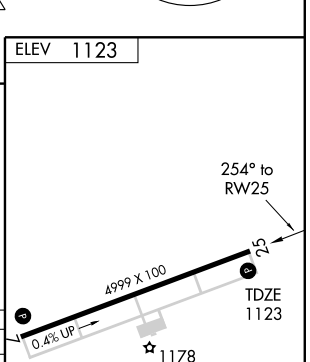
NA

MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2¼ 697 (700-2¼)
CIRCLING	1820-1 697 (700-1)		1820-2 697 (700-2)	1820-2¼ 697 (700-2¼)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
LNAV MDA	1920-1 797 (800-1)	1920-1¼ 797 (800-1¼)	1920-2¼ 797 (800-2¼)	1920-2½ 797 (800-2½)
CIRCLING	1920-1 797 (800-1)	1920-1¼ 797 (800-1¼)	1920-2¼ 797 (800-2¼)	1920-2½ 797 (800-2½)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ROD	APP CRS	Rwy Idg	4999
117.5	068°	TDZE	1113
Chan 122		Apt Elev	1123

VOR/DME RWY 7

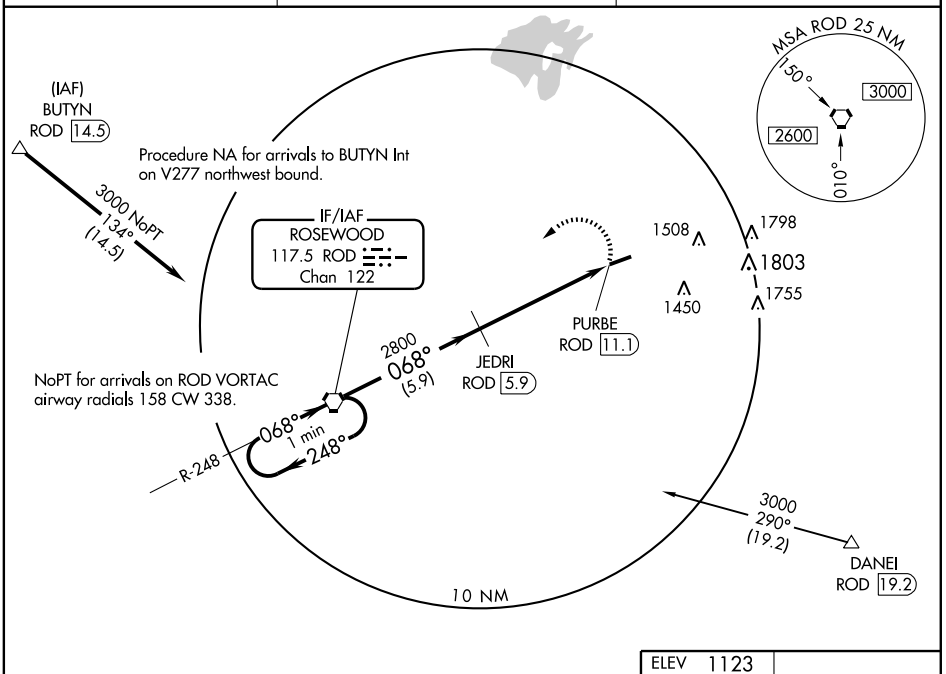
BELLEFONTAINE RGNL (EDJ)

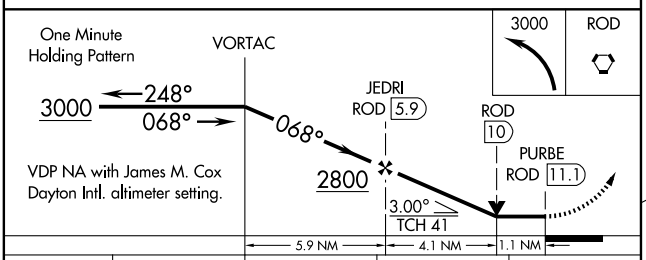
When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting.

NA

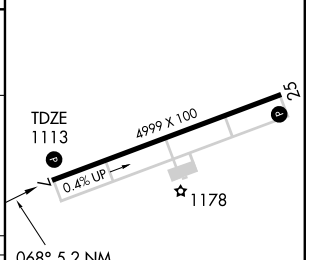
MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-7	1480-1 367 (400-1)			1480-1¼ 367 (400-1¼)
CIRCLING	1540-1 417 (500-1)	1640-1 517 (600-1)	1640-1½ 517 (600-1½)	1720-2 597 (600-2)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
S-7	1580-1 467 (500-1)		1580-1¼ 467 (500-1¼)	1580-1½ 467 (500-1½)
CIRCLING	1640-1 517 (600-1)	1740-1 617 (700-1)	1740-1¾ 617 (700-1¾)	1820-2¼ 697 (700-2¼)



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ROD	APP CRS	Rwy Idg	4999
117.5	249°	TDZE	1123
Chan 122		Apt Elev	1123

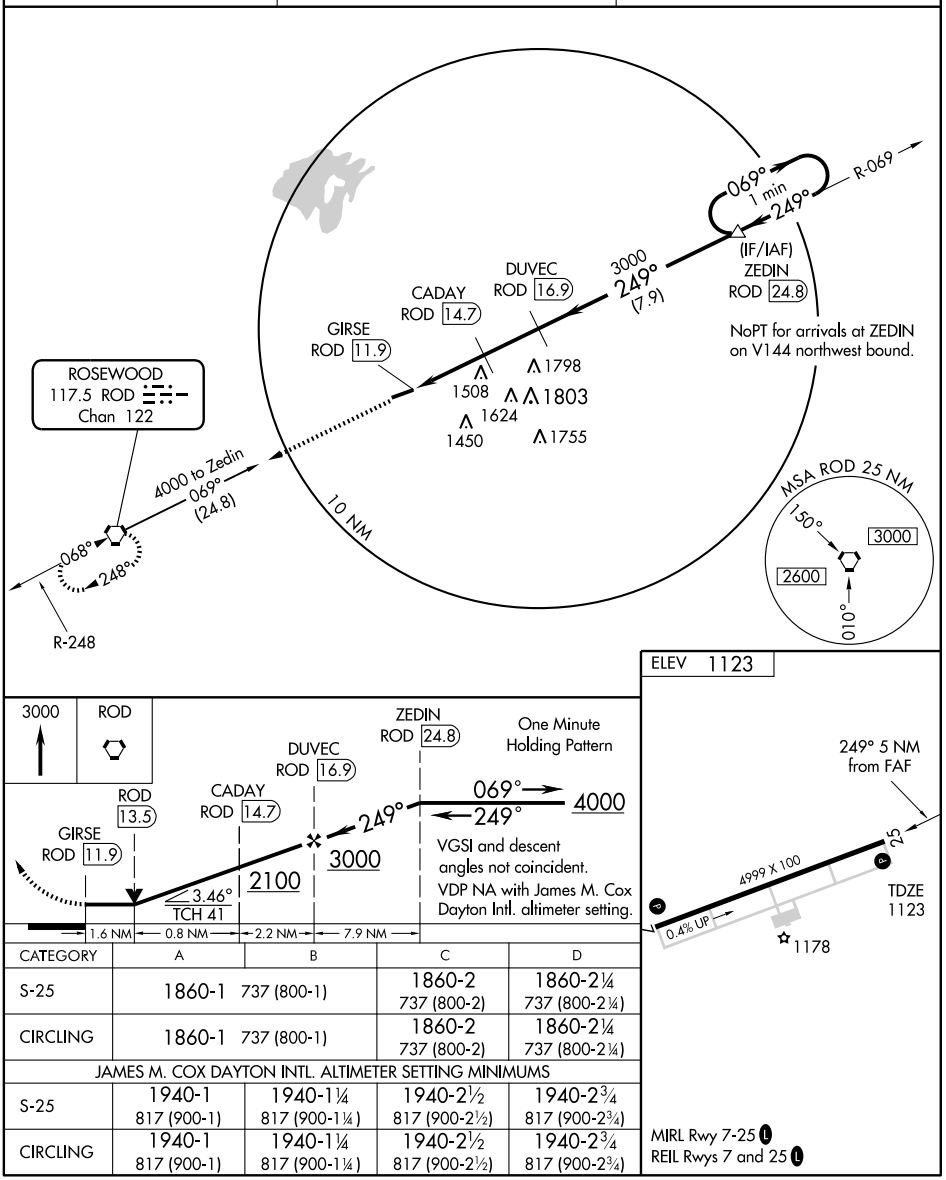
VOR/DME RWY 25

BELLEFONTAINE RGNL (EDJ)

NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.075	118.425 294.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-25	1860-1 737 (800-1)		1860-2 737 (800-2)	1860-2¼ 737 (800-2¼)
CIRCLING	1860-1 737 (800-1)		1860-2 737 (800-2)	1860-2¼ 737 (800-2¼)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
S-25	1940-1 817 (900-1)	1940-1¼ 817 (900-1¼)	1940-2½ 817 (900-2½)	1940-2¾ 817 (900-2¾)
CIRCLING	1940-1 817 (900-1)	1940-1¼ 817 (900-1¼)	1940-2½ 817 (900-2½)	1940-2¾ 817 (900-2¾)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BELLEFONTAINE RGNL (EDJ) 3 W UTC−5(−4DT) N40°22.34′ W83°49.16′ DETROIT
1122 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY L–27E
RWY 07–25: H4999X100 (ASPH) MIRL 0.4% up NE IAP
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 40′. P–line. **RWY 25:** REIL. PAPI(P4L)—GA 4.0° TCH 57′. Fence.
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk, Sat–Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 07–25, PAPI Rwys 07, 25 and REIL Rwys 07 and 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (937) 599–4654.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 069° 11.5 NM to fld. 1080/5W.
NDB (MHW) 242 EDJ N40°22.26′ W83°48.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: AWOS–3 visibility and precipitation unreliable.

BENTON RIDGE N41°01.27′ W83°40.15′ NOTAM FILE FDY. DETROIT
NDB (MHW) 334 BNR at Findlay. Unmonitored. L–28J

BLOOM (See JAMESTOWN)

BLUFFTON (5G7) 1 SE UTC−5(−4DT) N40°53.13′ W83°52.12′ DETROIT
851 B S3 **FUEL** 100LL, JET A TPA—1851(1000) NOTAM FILE CLE L–27E
RWY 05–23: H4126X75 (ASPH) S–12.5 MIRL IAP
RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. PAEW 1300–2200Z‡ Mon–Fri. Twy marked with reflectors. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 23 REIL Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 233° 6.6 NM to fld. 820/2W.
COMM/NAV/WEATHER REMARKS: Unicom monitored irregularly.

BOLTON FLD (See COLUMBUS)

BORDNER (See BOWLING GREEN)

BOUTN N39°49.16′ W83°12.29′ NOTAM FILE DAY. CINCINNATI
NDB (MHW/LOM) 230 BU 038° 5.8 NM to Bolton Fld. Unmonitored when twr clsd. L–29A
NDB unusable 355°–010° beyond 15 NM.

BOWLING GREEN

BORDNER (3D8) 4 SW UTC−5(−4DT) N41°20.16′ W83°43.39′ DETROIT
690 NOTAM FILE CLE
RWY 09–27: 2703X30 (TURF) S–5 LIRL
RWY 09: P–line. Rgt tfc. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt CLOSED indef. For LIRL Rwy 09–27 call 419–352–5200.
COMMUNICATIONS: CTAF 122.9

WOOD CO (1GØ) 1 NE UTC−5(−4DT) N41°23.46′ W83°37.81′ DETROIT
673 B **FUEL** 100LL, JET A TPA—1700(1027) NOTAM FILE CLE L–28J
RWY 10–28: H4199X75 (ASPH) MIRL IAP
RWY 10: REIL. PAPI(P4L). **RWY 28:** REIL. PAPI(P4L). Rgt tfc.
RWY 18–36: H2628X50 (ASPH) MIRL
RWY 18: REIL. PAPI(P4L). **RWY 36:** Thld dsplcd 57′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. Flocks of geese on and invof arpt during fall and winter. 160′ AGL stadium lgts .6 NM SE of arpt. Rwy 28 is the calm wind rwy. Rwy 10 REIL OTS indef. Rwy 10 VASI OTS indef. ACTIVATE MIRL Rwy 10–28 and Rwy 18–36; REIL Rwy 10, Rwy 18, and Rwy 28 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.725 (419) 354–1415.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 176° 3.7 NM to fld. 660/2W.

BRACEVILLE (See NEWTON FALLS)

APP CRS	Rwy Idg	4126
237°	TDZE	850
	Apt Elev	851

RNAV (GPS) RWY 23

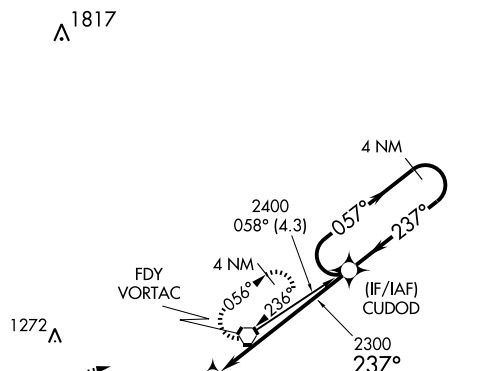
BLUFFTON (5G7)

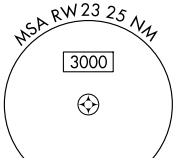
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Findlay altimeter setting; when not received use Lima Allen County altimeter setting and increase all MDA 20 feet and Circling Cat D visibility ¼ mile.

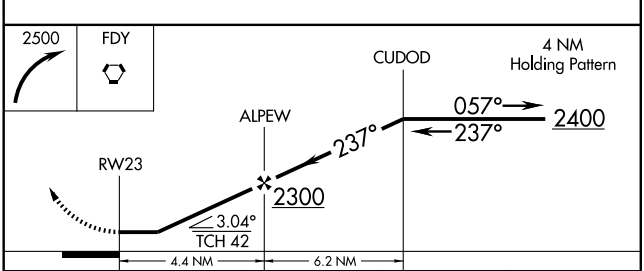
NA

MISSED APPROACH: Climbing right turn to 2500 direct FDY VORTAC and hold.

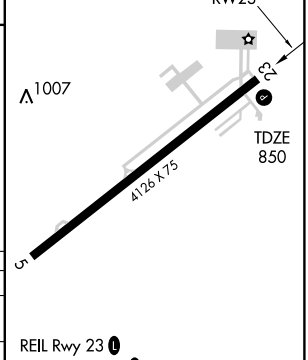
FINDLAY ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1	430 (500-1)	1280-1¼ 430 (500-1¼)	1280-1½ 430 (500-1½)
CIRCLING	1340-1	489 (500-1)	1340-1½ 489 (500-1½)	1520-2 669 (700-2)



REIL Rwy 23 L
MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FDY 108.2 Chan 19	APP CRS 233°	Rwy Idg 4126 TDZE 850 Apt Elev 851

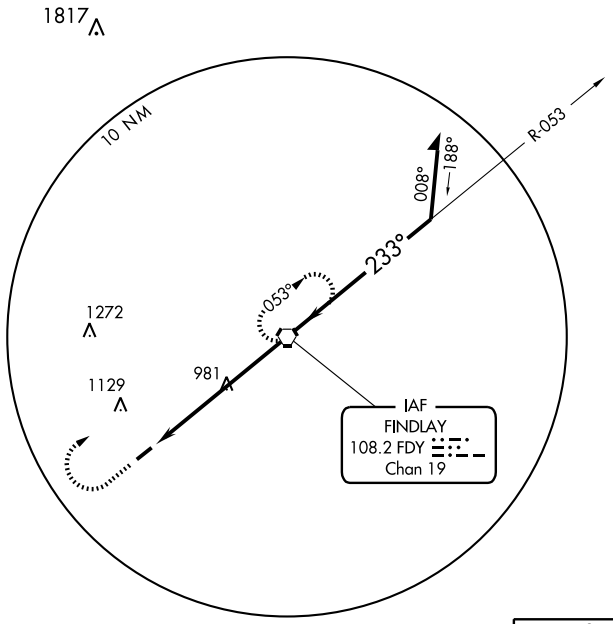
VOR RWY 23

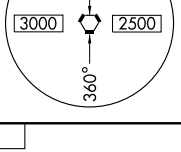
BLUFFTON (5G7)

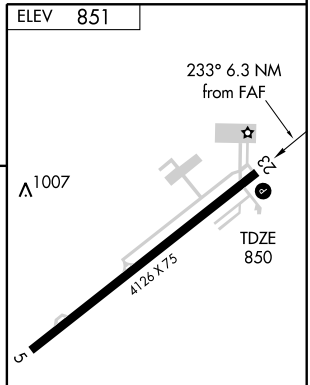
NA — Visibility reduction by helicopters NA. Use Findlay altimeter setting; when not received, use Lima Allen County altimeter setting and increase all MDA 20 feet, and Circling Cat D visibility ¼ mile.

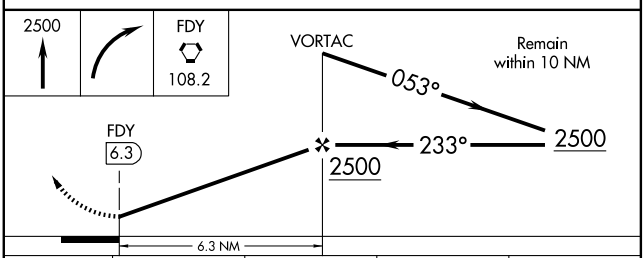
MISSED APPROACH: Climb to 2500 then right turn direct FDY VORTAC and hold.

FINDLAY ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-23	1280-1	430 (500-1)	1280-1¼ 430 (500-1¼)	1280-1½ 430 (500-1½)
CIRCLING	1340-1	489 (500-1)	1340-1½ 489 (500-1½)	1520-2 669 (700-2)

REIL Rwy 23 L
MIRL Rwy 5-23 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BELLEFONTAINE RGNL (EDJ) 3 W UTC−5(−4DT) N40°22.34′ W83°49.16′ DETROIT
1122 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY L–27E
RWY 07–25: H4999X100 (ASPH) MIRL 0.4% up NE IAP
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 40′. P–line. **RWY 25:** REIL. PAPI(P4L)—GA 4.0° TCH 57′. Fence.
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk, Sat–Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 07–25, PAPI Rwys 07, 25 and REIL Rwys 07 and 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (937) 599–4654.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 069° 11.5 NM to fld. 1080/5W.
NDB (MHW) 242 EDJ N40°22.26′ W83°48.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: AWOS–3 visibility and precipitation unreliable.

BENTON RIDGE N41°01.27′ W83°40.15′ NOTAM FILE FDY. DETROIT
NDB (MHW) 334 BNR at Findlay. Unmonitored. L–28J

BLOOM (See JAMESTOWN)

BLUFFTON (5G7) 1 SE UTC−5(−4DT) N40°53.13′ W83°52.12′ DETROIT
851 B S3 **FUEL** 100LL, JET A TPA—1851(1000) NOTAM FILE CLE L–27E
RWY 05–23: H4126X75 (ASPH) S–12.5 MIRL IAP
RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1300–2300Z‡. PAEW 1300–2200Z‡ Mon–Fri. Twy marked with reflectors. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 23 REIL Rwy 23—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 233° 6.6 NM to fld. 820/2W.
COMM/NAV/WEATHER REMARKS: Unicom monitored irregularly.

BOLTON FLD (See COLUMBUS)

BORDNER (See BOWLING GREEN)

BOUTN N39°49.16′ W83°12.29′ NOTAM FILE DAY. CINCINNATI
NDB (MHW/LOM) 230 BU 038° 5.8 NM to Bolton Fld. Unmonitored when twr clsd. L–29A
NDB unusable 355°–010° beyond 15 NM.

BOWLING GREEN

BORDNER (3D8) 4 SW UTC−5(−4DT) N41°20.16′ W83°43.39′ DETROIT
690 NOTAM FILE CLE
RWY 09–27: 2703X30 (TURF) S–5 LIRL
RWY 09: P–line. Rgt tfc. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt CLOSED indef. For LIRL Rwy 09–27 call 419–352–5200.
COMMUNICATIONS: CTAF 122.9

WOOD CO (1GØ) 1 NE UTC−5(−4DT) N41°23.46′ W83°37.81′ DETROIT
673 B **FUEL** 100LL, JET A TPA—1700(1027) NOTAM FILE CLE L–28J
RWY 10–28: H4199X75 (ASPH) MIRL IAP
RWY 10: REIL. PAPI(P4L). **RWY 28:** REIL. PAPI(P4L). Rgt tfc.
RWY 18–36: H2628X50 (ASPH) MIRL
RWY 18: REIL. PAPI(P4L). **RWY 36:** Thld dsplcd 57′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. Flocks of geese on and invof arpt during fall and winter. 160′ AGL stadium lgts .6 NM SE of arpt. Rwy 28 is the calm wind rwy. Rwy 10 REIL OTS indef. Rwy 10 VASI OTS indef. ACTIVATE MIRL Rwy 10–28 and Rwy 18–36; REIL Rwy 10, Rwy 18, and Rwy 28 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.725 (419) 354–1415.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 176° 3.7 NM to fld. 660/2W.

BRACEVILLE (See NEWTON FALLS)

WAAS	APP CRS	Rwy Idg	4199
CH 62803	096°	TDZE	673
W10A		Apt Elev	673

RNAV (GPS) RWY 10

BOWLING GREEN / WOOD COUNTY (1G0)

If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet.
NA DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting.

MISSED APPROACH: Climb to 2300 direct MELIS and hold.

AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L

EC-2, 21 OCT 2010 to 18 NOV 2010

Procedure NA for arrivals at LEYIR via V6 westbound.

(IAF) LEYIR

2300 NoPT 186° (7)

(IF/IAF) UBAYA

096° 276° 4 NM

2300 096° (6.3)

(FAF) ZIMBO

806 ± RW10

1066 847 948 868 828 1002 926

1051

4 NM 096° 276° MELIS

2300 NoPT 006° (5)

(IAF) WUDAT

MSA RW10 25 NM 3100

2900 350° (22.1)

Procedure NA for arrivals at FDY VORTAC via airway radials 291 CW 012.

1817

FINDLAY FDY

4 NM Holding Pattern

UBAYA ZIMBO

2300 ←276° 096°→ 096°

2300

GS 3.00° TCH 40

2300 MELIS

*1.4 NM to RW10

RW10

* LNAV only

6.3 NM 3.5 NM 1.4

ELEV 673 Rwy 36 ldg 2571'

096° to RW10

TDZE 673

4199 X 75

2628 X 50

CATEGORY	A	B	C	D
LPV DA	926-1 253 (300-1)			
LNAV MDA	1160-1 487 (500-1)		1160-1¼ 487 (500-1¼)	1160-1½ 487 (500-1½)
CIRCLING	1300-1 627 (700-1)		1300-1¾ 627 (700-1¾)	1320-2 647 (700-2)

REIL Rwys 10, 18 and 28 L

MIRL Rwys 10-28 and 18-36 L

WAAS CH 97403 W18A	APP CRS 184°	Rwy Idg 2628 TDZE 672 Apt Elev 673

RNAV (GPS) RWY 18

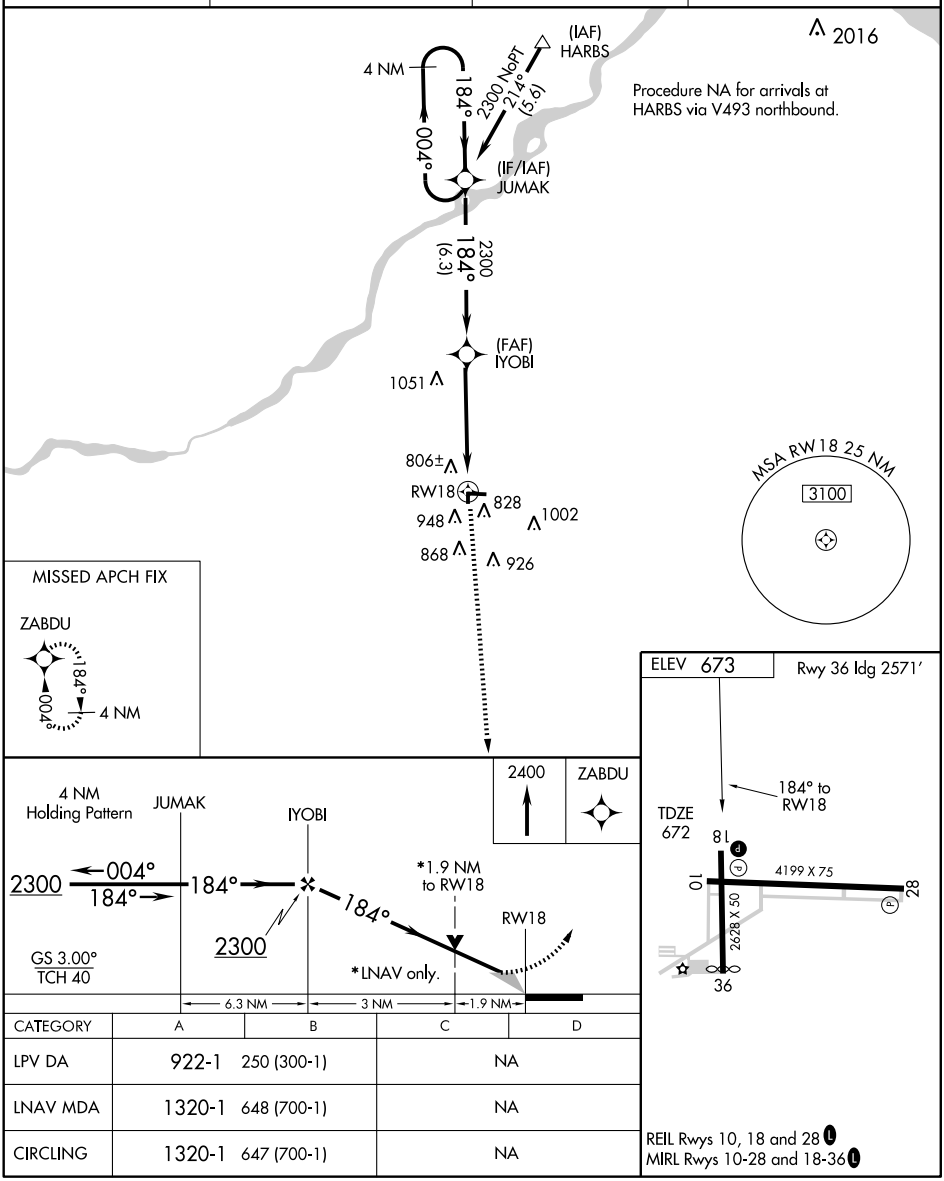
BOWLING GREEN / WOOD COUNTY (1G0)

If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2400 direct ZABDU and hold.

AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	922-1	250 (300-1)	NA	
LNAV MDA	1320-1	648 (700-1)	NA	
CIRCLING	1320-1	647 (700-1)	NA	

REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4199
CH 82702	276°	TDZE	673
W28A		Apt Elev	673

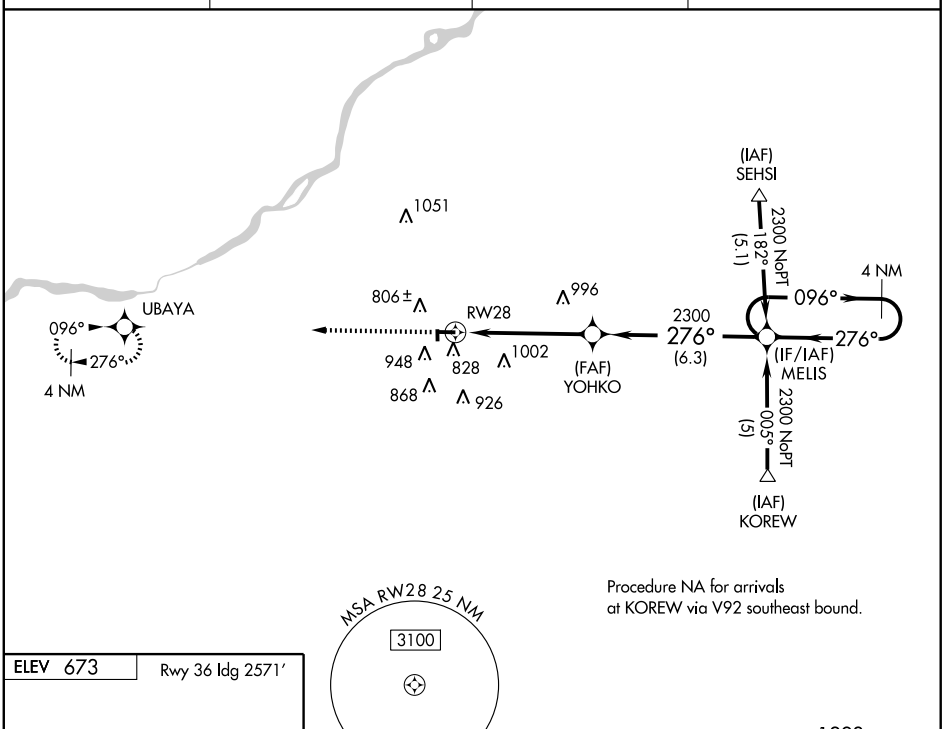
RNAV (GPS) RWY 28

BOWLING GREEN / WOOD COUNTY (1G0)

If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet.
NA DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting.

MISSED APPROACH: Climb to 2300 direct UBAYA and hold.

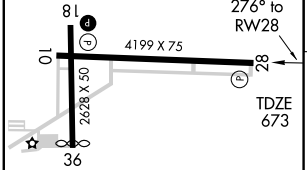
AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L



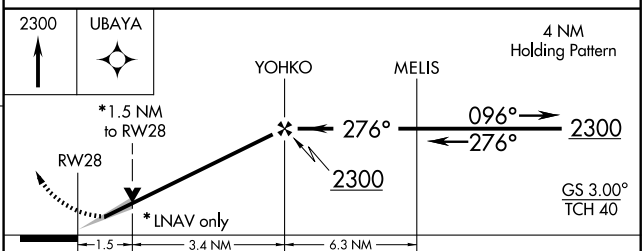
Procedure NA for arrivals at KOREW via V92 southeast bound.

1293

ELEV 673 Rwy 36 Idg 2571'



REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	923-1 250 (300-1)			
LNAV MDA	1200-1 527 (600-1)		1200-1½ 527 (600-1½)	1200-1¾ 527 (600-1¾)
CIRCLING	1300-1 627 (700-1)		1300-1¾ 627 (700-1¾)	1320-2 647 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2571
004°	TDZE	672
	Apt Elev	673

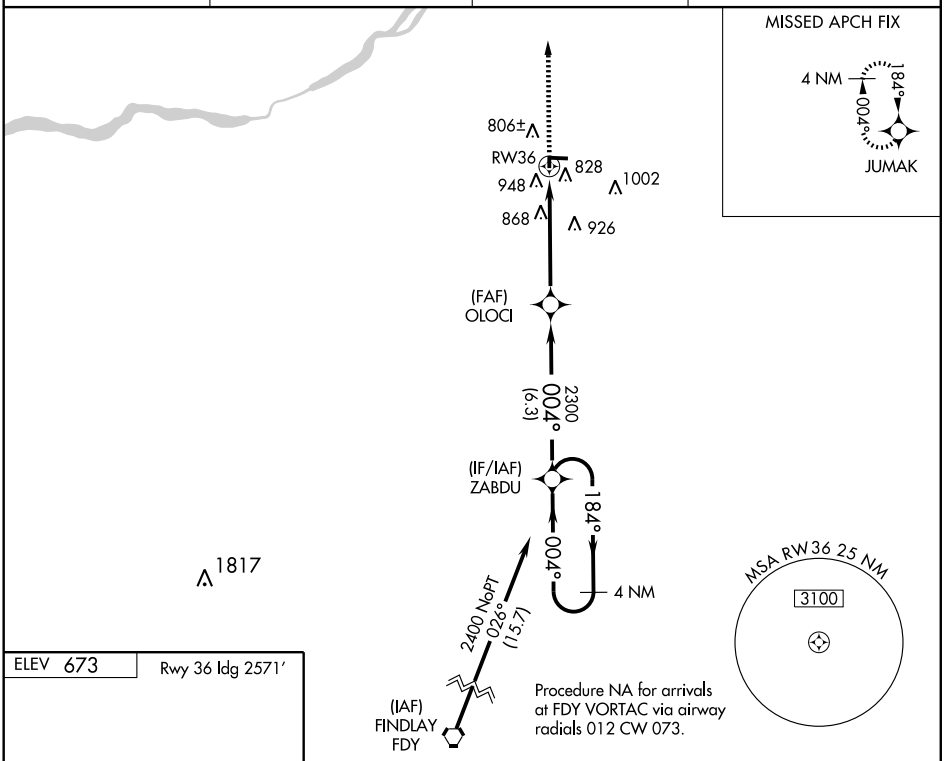
RNAV (GPS) RWY 36

BOWLING GREEN / WOOD COUNTY (1G0)

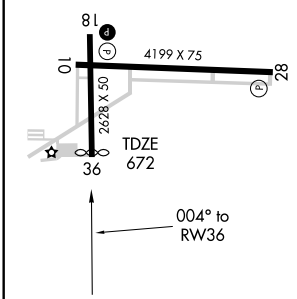
If local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 40 feet.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct JUMAK and hold.

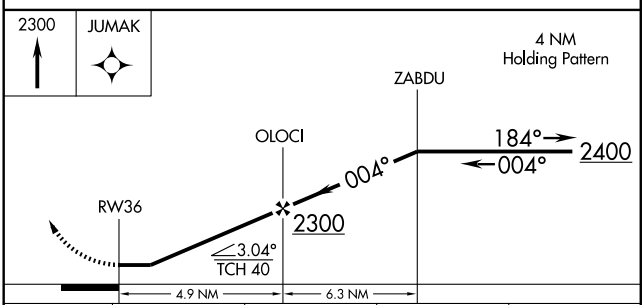
AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L



ELEV 673 Rwy 36 ldg 2571'



REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	588 (600-1)	NA	
CIRCLING	1300-1	627 (700-1)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME VWV 113.1 Chan 78	APP CRS 179°	Rwy Idg 2628 TDZE 672 Apt Elev 673

VOR RWY 18

BOWLING GREEN / WOOD COUNTY (1G0)

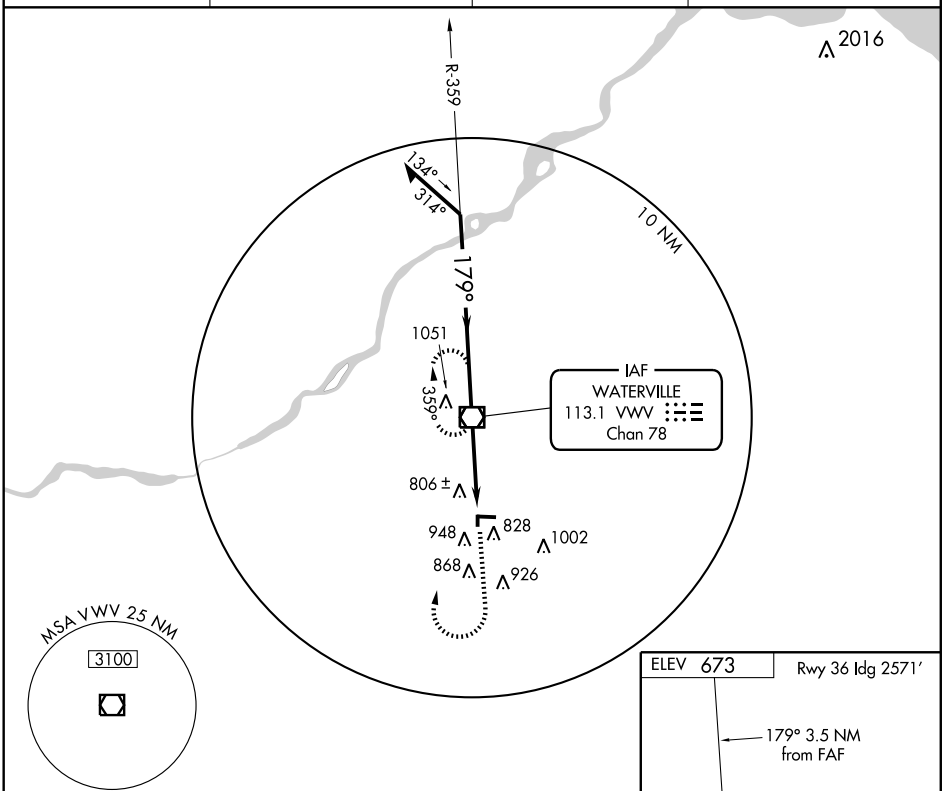
If local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 40 feet.

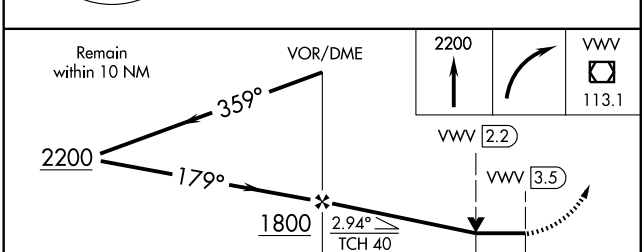
NA

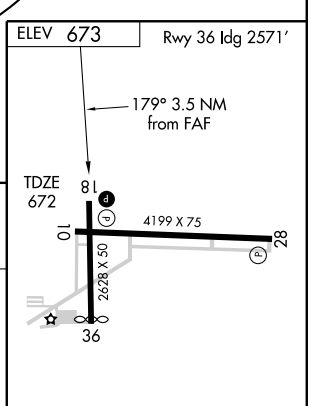
MISSED APPROACH: Climb to 2200 then right turn direct VWV VOR/DME and hold.

AWOS-3	TOLEDO APP CON	CLNC DEL	UNICOM
120.725	126.1 317.55	125.6	122.8 (CTAF) L

EC-2, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-18	1120-1	448 (500-1)	NA	
CIRCLING	1300-1	627 (700-1)	NA	

REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

EC-2, 21 OCT 2010 to 18 NOV 2010

BRIGGS N40°44.44′ W81°25.93′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 112.4 BSV Chan 71 182° 16.2 NM to Harry Clever Fld. 1230/4W. H–10G, L–29B
RCO 122.1R 112.4T (CLEVELAND RADIO)

BROOKVILLE AIR–PARK (I62) 2 NW UTC−5(−4DT) N39°51.75′ W84°26.00′ CINCINNATI
1037 S4 **FUEL** 100LL NOTAM FILE DAY
RWY 09–27: H2500X30 (ASPH) LIRL
RWY 09: Road. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1300Z‡–dark. Deer on and invof arpt. 100LL fuel avbl 24 hrs with credit card. Rwy 09–27 pavement condition–weathered, loose aggregate, broken pavement. ACTIVATE LIRL Rwy 09–27—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
DAYTON APP/DEP CON 134.45 (181°–359°)

BROWN CO (See GEORGETOWN)

BRUNY N39°50.82′ W84°20.09′ NOTAM FILE DAY. CINCINNATI
NDB (LOM) 315 AT 062° 6.3 NM to fld. James M Cox Dayton Intl.

BRYAN N41°28.79′ W84°27.96′ NOTAM FILE CLE. DETROIT
NDB (MHW) 260 BYN 252° 2 NM to Williams Co. L–28J

BRYAN

WILLIAMS CO (ØG6) 2 E UTC−5(−4DT) N41°28.04′ W84°30.41′ DETROIT
730 B **FUEL** 100LL, JET A NOTAM FILE CLE L–28J
RWY 07–25: H4781X75 (ASPH) S–30 LIRL IAP
RWY 07: REIL. SAVASI(S2L). Thld dsplcd 296′. Trees. **RWY 25:** REIL. Thld dsplcd 629′. Road.
AIRPORT REMARKS: Attended Apr–Nov 1300–2330Z‡, Dec–Mar 1300–2230Z‡. Occasional deer on and invof arpt. Rwy 07 VASI OTS indef. ACTIVATE REIL Rwy 07–25—123.0.
COMMUNICATIONS: CTAF/UNICOM 122.8
LITCHFIELD RCO 122.1R 111.2T (LANSING RADIO)
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE LAN.
LITCHFIELD (L) VOR/DME 111.2 LFD Chan 49 N42°03.75′ W84°45.91′ 167° 37.5 NM to fld. 1040/05W.
BRYAN NDB (MHW) 260 BYN N41°28.79′ W84°27.96′ 252° 2 NM to fld. NOTAM FILE CLE.

BUCKEYE N40°37.00′ W83°03.83′ NOTAM FILE MNN. DETROIT
(T) VORW 109.8 BUD at Marion Muni. L–29A

NDB BYN 260	APP CRS 253°	Rwy Idg N/A TDZE N/A Apt Elev 730

NDB-A

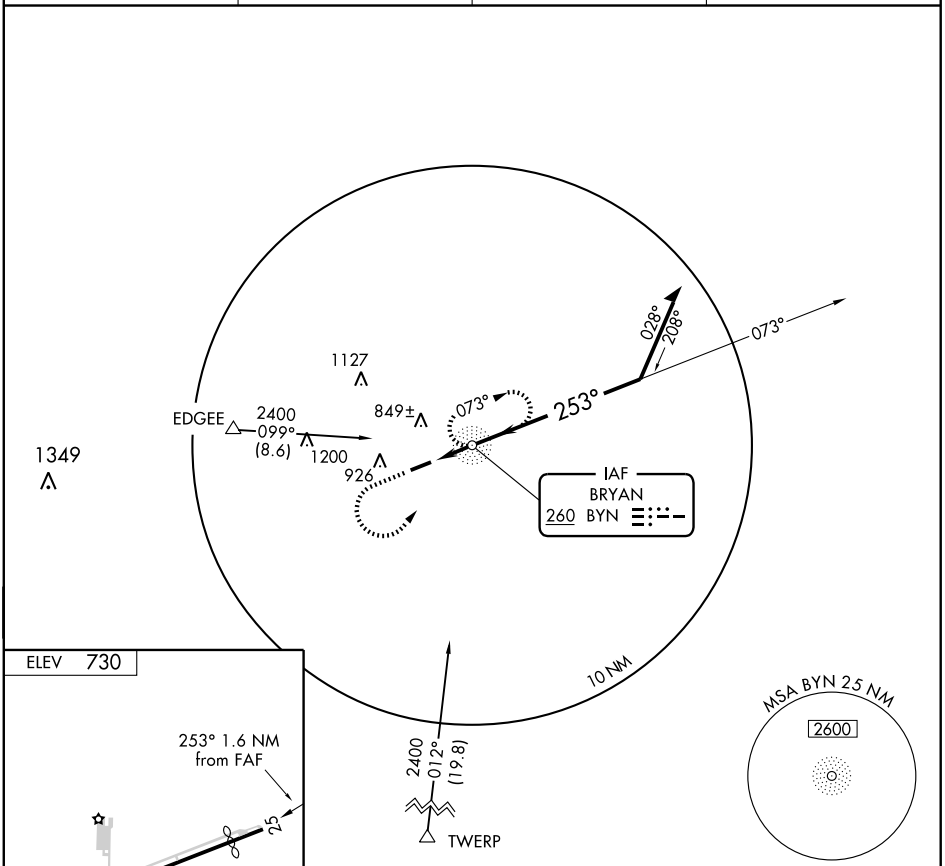
BRYAN/ WILLIAMS COUNTY (ØG6)

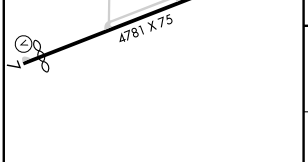
Use Defiance Memorial altimeter setting; when not received, use De Kalb County altimeter setting and increase all MDA 60 feet, and increase Cat C visibility ¼ mile..

NA

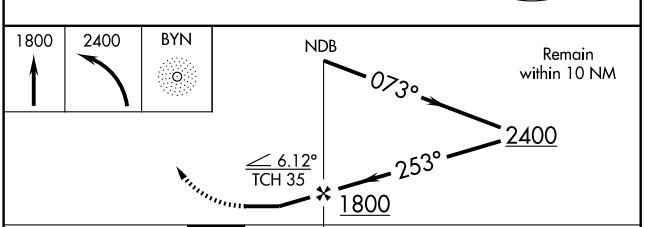
MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct BYN NDB and hold.

DEFIANCE ASOS	TOLEDO APP CON	UNICOM	
121.425	134.35 307.0	122.8 (CTAF)	123.0 L





LIRL Rwy 7-25
REIL Rwys 7 and 25 L



FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

CATEGORY	A	B	C	D
CIRCLING	1300-1 570 (600-1)		1300-1½ 570 (600-1½)	1300-2 570 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4485
073°	TDZE	730
	Apt Elev	730

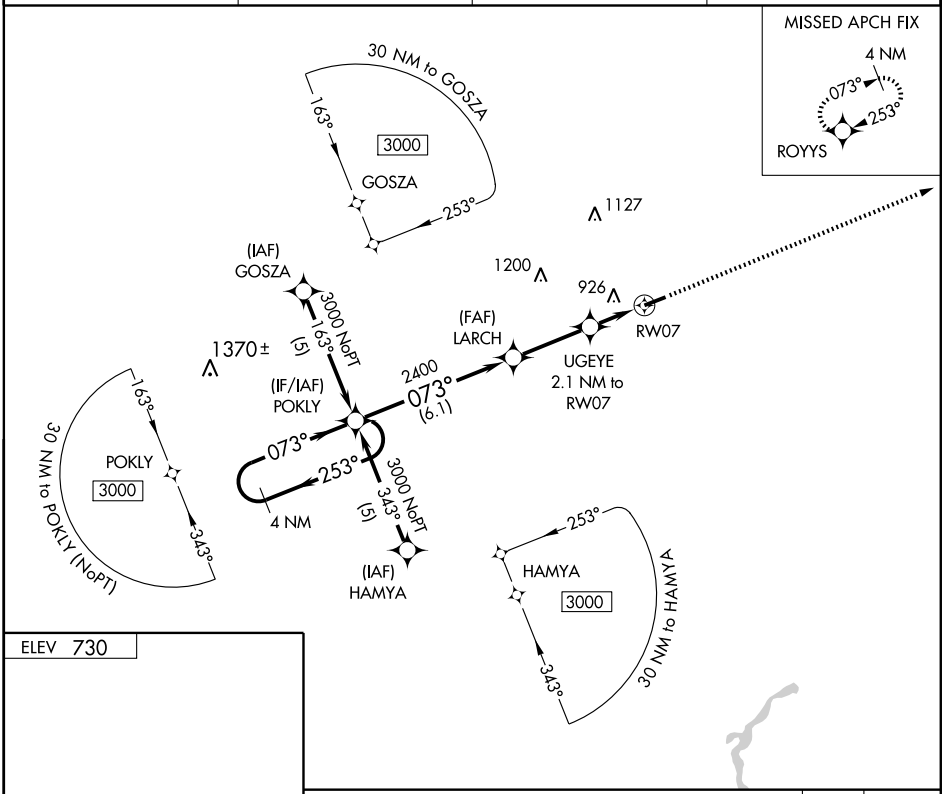
RNAV (GPS) RWY 7

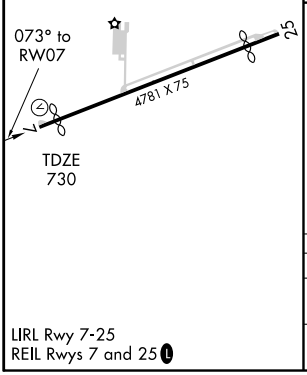
BRYAN/ WILLIAMS COUNTY (ØG6)

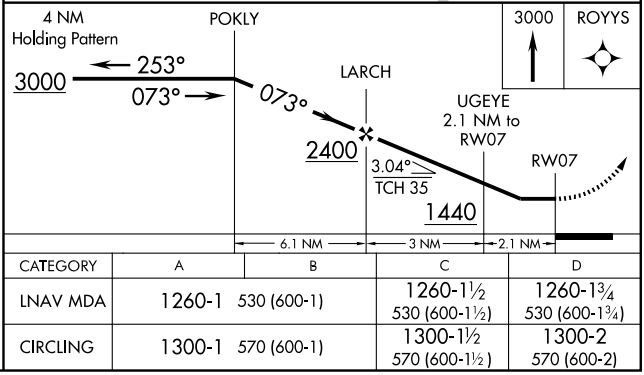
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Defiance Memorial altimeter setting; When not received, use De Kalb County altimeter setting and increase all MDA 60 feet, and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ROYYS and hold.

DEFIANCE ASOS	TOLEDO APP CON	UNICOM	
121.425	134.35 307.0	122.8 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LNAV MDA	1260-1	530 (600-1)	1260-1½ 530 (600-1½)	1260-1¾ 530 (600-1¾)
CIRCLING	1300-1	570 (600-1)	1300-1½ 570 (600-1½)	1300-2 570 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

BRYAN/WILLIAMS COUNTY (ØG6)

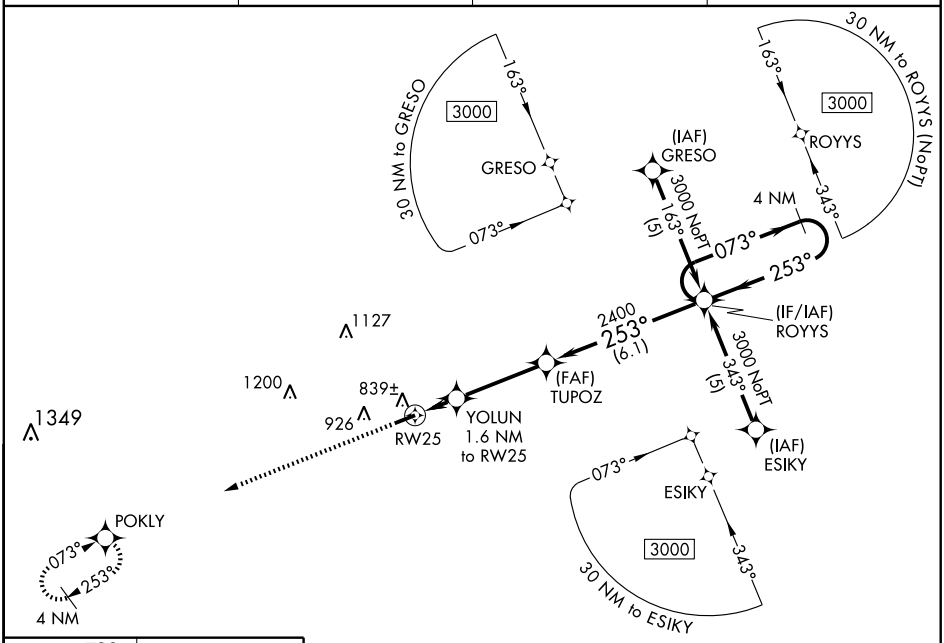
APP CRS	Rwy Idg	4152
253°	TDZE	730
	Apt Elev	730

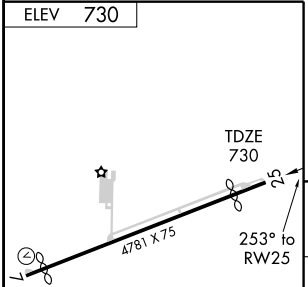
NA

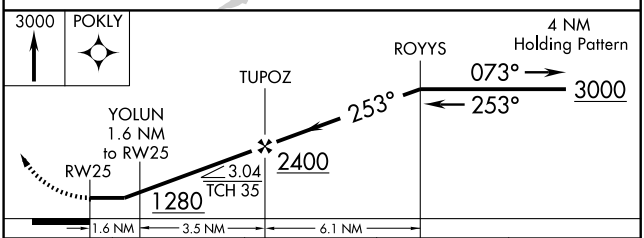
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Defiance Memorial altimeter setting; when not received, use De Kalb County altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct POKLY and hold.

DEFIANCE ASOS	TOLEDO APP CON	UNICOM	
121.425	134.35 307.0	122.8 (CTAF)	123.0 L







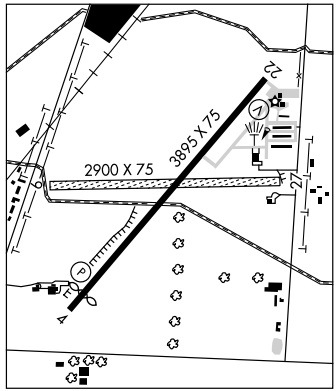
CATEGORY	A	B	C	D
LNAV MDA	1120-1 390 (400-1)			1120-1¼ 390 (400-1¼)
CIRCLING	1300-1 570 (600-1)		1300-1½ 570 (600-1½)	1300-2 570 (600-2)

LIRL Rwy 7-25
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

BUCYRUS

PORT BUCYRUS–CRAWFORD CO (17G) 1 S UTC−5(−4DT) N40°46.89′ W82°58.49′ **DETROIT**
1003 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**
RWY 04–22: H3895X75 (ASPH) S–17.1, D–35 MIRL **IAP**
RWY 04: REIL. PAPI(P4L). Thld dsplcd 277′. Trees.
RWY 22: REIL. SAVASI(S2L). Road.
RWY 09–27: 2900X75 (TURF) 0.4% up E
RWY 09: Pole. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1300–2200Z‡.
WEATHER DATA SOURCES: AWOS–3 126.625 (419) 562–0297.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 257° 18.3 NM to fld. 1210/3W.
BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.83′ 027° 10.7 NM to fld. NOTAM FILE MNN.



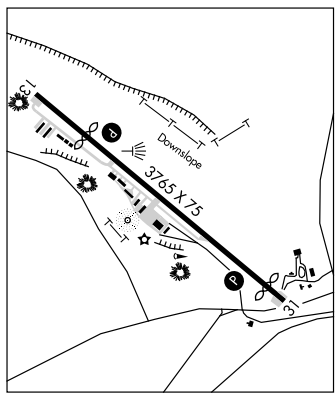
BURKE LAKEFRONT (See CLEVELAND)

BUTLER CO RGNL (See HAMILTON)

CADIZ N40°14.20′ W81°00.79′ NOTAM FILE CLE. **DETROIT**
NDB (MHW) 239 CFX at Harrison Co. Unmonitored. VFR only. Out of svc indefinitely.

CADIZ

HARRISON CO (8G6) 2 S UTC−5(−4DT) N40°14.30′ W81°00.77′ **DETROIT**
1174 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 13–31: H3765X75 (ASPH) S–30 MIRL 1.9% up NW **IAP**
RWY 13: PAPI(P2L). Thld dsplcd 876′. Hill.
RWY 31: PAPI(P2L). Thld dsplcd 168′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 13–31 asphalt poor due to large cracks, vegetation and weathering. Rwy 31 VASI OTS indef. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.
WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.59′ W80°34.12′ 274° 20.5 NM to fld. 1269/07W.
CADIZ NDB (MHW) 239 CFX N40°14.20′ W81°00.79′ at fld. NOTAM FILE CLE. Unmonitored. VFR only. Out of svc indefinitely.



VOR or GPS RWY 22

BUCYRUS / PORT BUCYRUS-CRAWFORD COUNTY (17G)

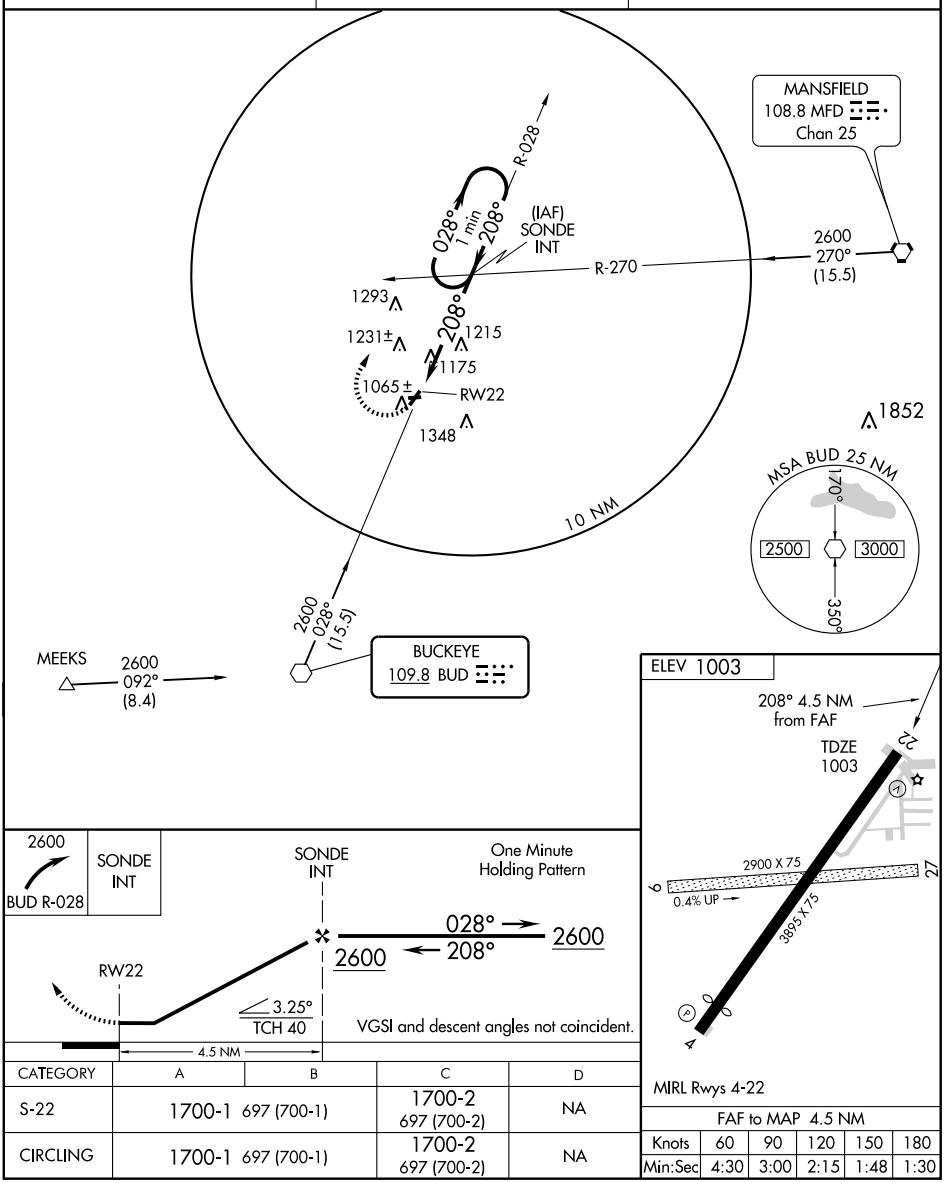
VOR BUD	APP CRS	Rwy Idg	3895
109.8	208°	TDZE	1003
		Apt Elev	1003

When local altimeter setting not received, use Mansfield altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2600 via BUD R-028 to SONDE Int and hold.

AWOS-3	MANSFIELD APP CON ★	UNICOM
126.625	124.2 390.8	122.8 (CTAF)



CATEGORY	A	B	C	D
S-22	1700-1	697 (700-1)	1700-2 697 (700-2)	NA
CIRCLING	1700-1	697 (700-1)	1700-2 697 (700-2)	NA

MIRL Rwys 4-22

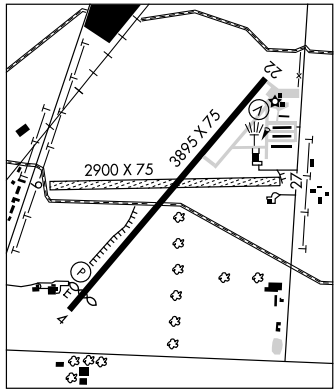
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

BUCYRUS

PORT BUCYRUS–CRAWFORD CO (17G) 1 S UTC−5(−4DT) N40°46.89′ W82°58.49′ **DETROIT**
1003 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**
RWY 04–22: H3895X75 (ASPH) S–17.1, D–35 MIRL **IAP**
RWY 04: REIL. PAPI(P4L). Thld dsplcd 277′. Trees.
RWY 22: REIL. SAVASI(S2L). Road.
RWY 09–27: 2900X75 (TURF) 0.4% up E
RWY 09: Pole. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1300–2200Z‡.
WEATHER DATA SOURCES: AWOS–3 126.625 (419) 562–0297.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 257° 18.3 NM to fld. 1210/3W.
BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.83′ 027° 10.7 NM to fld. NOTAM FILE MNN.



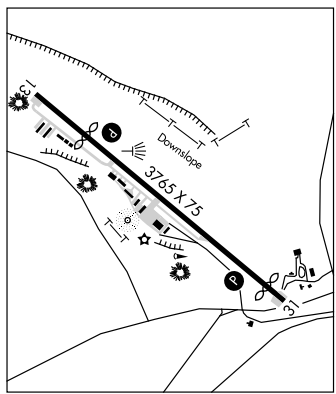
BURKE LAKEFRONT (See CLEVELAND)

BUTLER CO RGNL (See HAMILTON)

CADIZ N40°14.20′ W81°00.79′ NOTAM FILE CLE. **DETROIT**
NDB (MHW) 239 CFX at Harrison Co. Unmonitored. VFR only. Out of svc indefinitely.

CADIZ

HARRISON CO (8G6) 2 S UTC−5(−4DT) N40°14.30′ W81°00.77′ **DETROIT**
1174 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 13–31: H3765X75 (ASPH) S–30 MIRL 1.9% up NW **IAP**
RWY 13: PAPI(P2L). Thld dsplcd 876′. Hill.
RWY 31: PAPI(P2L). Thld dsplcd 168′. Tree.
AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 13–31 asphalt poor due to large cracks, vegetation and weathering. Rwy 31 VASI OTS indef. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.
WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.59′ W80°34.12′ 274° 20.5 NM to fld. 1269/07W.
CADIZ NDB (MHW) 239 CFX N40°14.20′ W81°00.79′ at fld. NOTAM FILE CLE. Unmonitored. VFR only. Out of svc indefinitely.



APP CRS	Rwy Idg	3277
134°	TDZE	1161
	Apt Elev	1174

GPS RWY 13

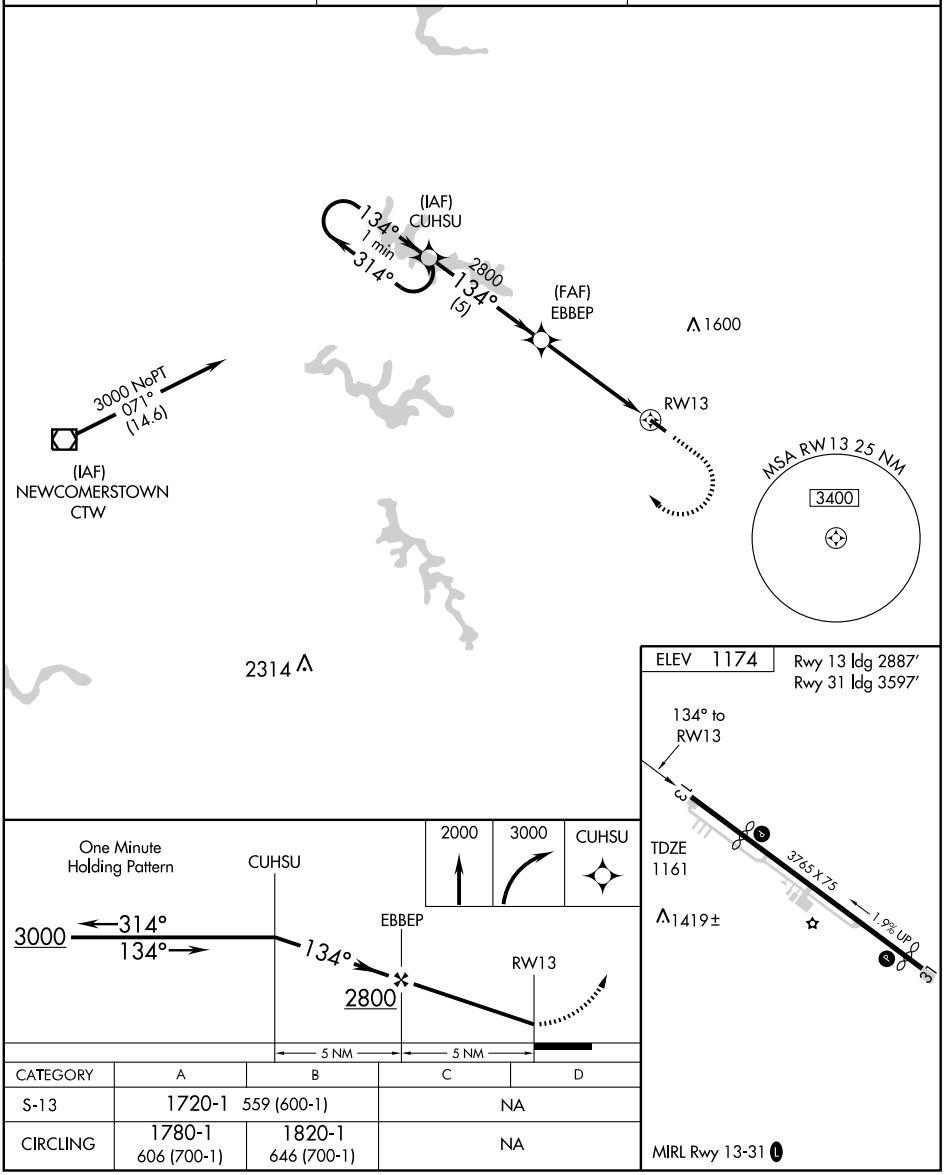
CADIZ / HARRISON COUNTY (8G6)

NA

Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CUHSU WP and hold.

WHEELING ASOS	CLEVELAND CENTER	UNICOM
127.375	120.4 257.975	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	1720-1	559 (600-1)	NA	
CIRCLING	1780-1 606 (700-1)	1820-1 646 (700-1)	NA	

MIRL Rwy 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3933
314°	TDZE	1160
	Apt Elev	1174

GPS RWY 31

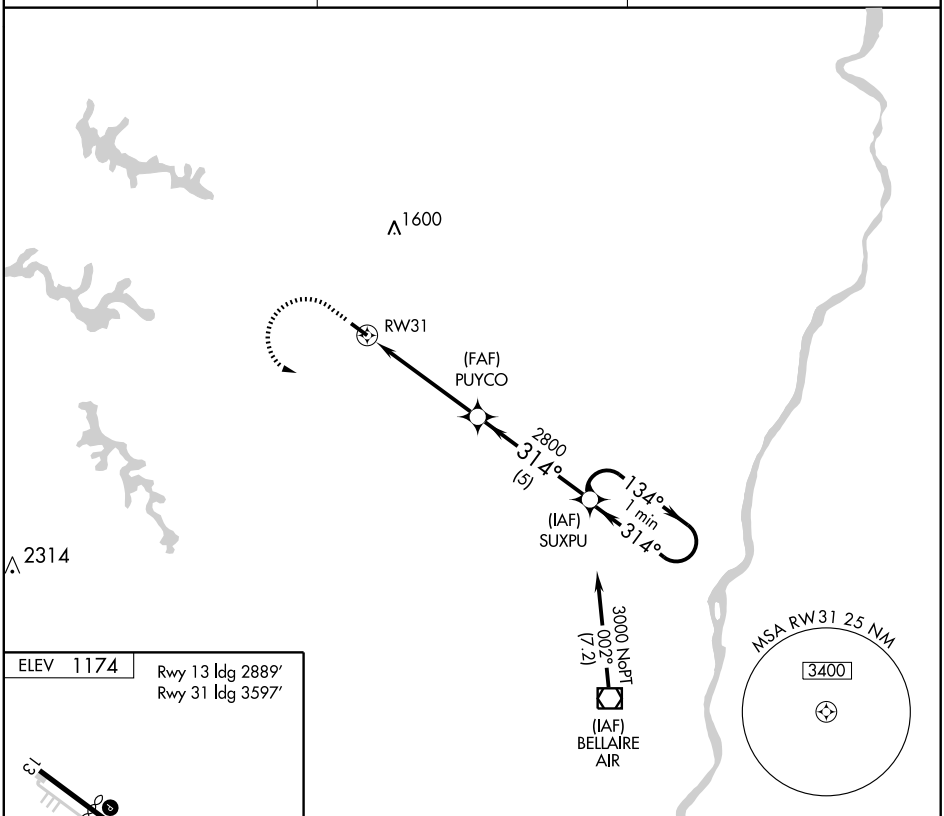
CADIZ / HARRISON COUNTY (8G6)

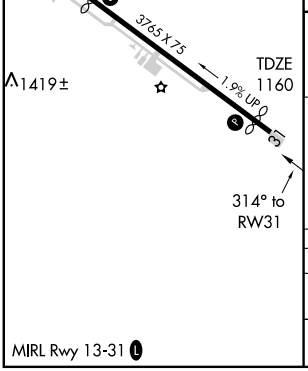
NA

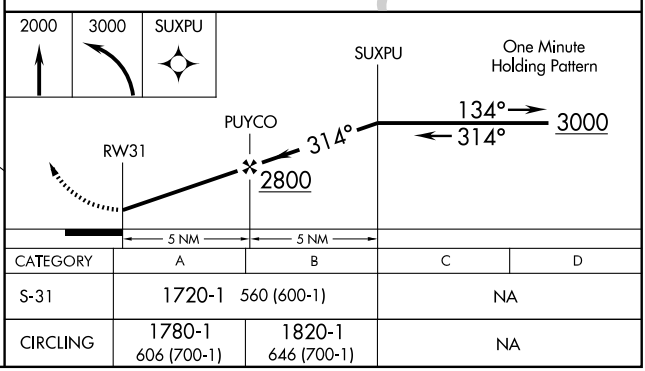
Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct SUXPU WP and hold.

WHEELING ASOS	CLEVELAND CENTER	UNICOM
127.375	120.4 257.975	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1720-1	560 (600-1)	NA	
CIRCLING	1780-1 606 (700-1)	1820-1 646 (700-1)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CTW	APP CRS	Rwy Idg	N/A
111.8	095°	TDZE	N/A
Chan 55		Apt Elev	1174

VOR-A

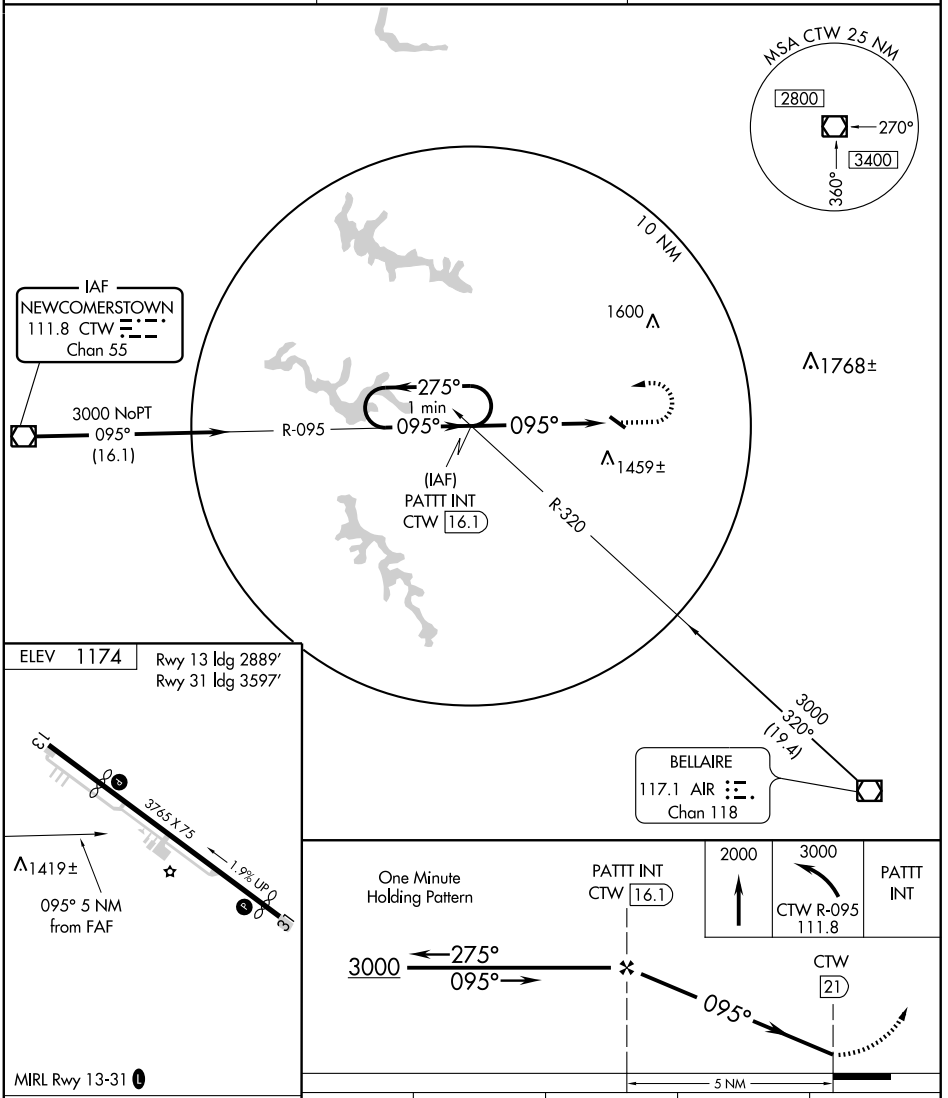
CADIZ / HARRISON COUNTY (8G6)

Use Wheeling, WV altimeter setting.

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via CTW VOR/DME R-095 to PATTT Int/CTW 16.1 DME and hold.

WHEELING ASOS	CLEVELAND CENTER	UNICOM
127.375	120.4 257.975	122.8 (CTAF)



MIRL Rwy 13-31 (L)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1780-1 606 (700-1)	1820-1¼ 646 (700-1¼)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

CALDWELL

NOBLE CO (I1Ø) 3 N UTC−5(−4DT) N39°48.06′ W81°32.18′ CINCINNATI

879 B **FUEL** 100LL NOTAM FILE CLE L–29B

RWY 05–23: H3811X65 (ASPH) S–12.5 MIRL IAP

RWY 05: PAPI(P2L). Trees. **RWY 23:** PAPI(P2L). Thld dsplcd 413′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡, Sat–Sun irregularly. For fuel after hrs call 740–525–9901 or 740–581–1167. Model acft activity on arpt–Sundays. ACTIVATE MIRL Rwy 05–23 and rotating bcn—122.7. Red obstruction lgts mark 56′ hill 947′ from AER 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 123° 18.5 NM to fld. 900/6W.

CAMBRIDGE

CAMBRIDGE MUNI (CDI) 03 S UTC−5(−4DT) N39°58.50′ W81°34.66′ CINCINNATI

799 B S2 **FUEL** 100LL TPA—1799(1000) NOTAM FILE CLE L–29B

RWY 04–22: H4298X75 (ASPH) S–18.5 MIRL IAP

RWY 04: REIL. VASI(V2L)—GA 3.5°. Thld dsplcd 400′. Pole. **RWY 22:** REIL. VASI(V2L)—GA 3.5°. P–line.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. Sat–Sun 1300–2200Z‡. Geese and deer invof rwy. Rwy 22 REIL OTS indef. Rwy 04 obstn lgtd hills SW of arpt. ACTIVATE MIRL Rwy 04–22; REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.525 (740) 435–0086.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45 (West side ops VOR or GPS A for arrival)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4 (East side ops LOC/DME Rwy 22 for arrival)

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 088° 14.7 NM to fld. 900/6W.

ILS/DME 109.35 I–CZM Chan 30 (Y) Rwy 22. LOC only. DME unmonitored.

SALT FORK LODGE HELIPORT (Ø8G) 6 NE UTC−5(−4DT) N40°06.66′ W81°31.57′ DETROIT

960 NOTAM FILE CLE.

HELIPAD H1: H60X56 (ASPH)

HELIPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CANTON

STARK COUNTY SHERIFF HELIPORT (5D1) 4 E UTC−5(−4DT) N40°50.39′ W81°18.49′ DETROIT

1135 NOTAM FILE CLE

HELIPAD H1: H120X75 (ASPH)

HELIPAD H1: Tower.

HELIPORT REMARKS: Attended continuously. Ingress–Egress 270° clockwise 090° from PAD. Helipad H1 marked with 'H'.

COMMUNICATIONS: CTAF 122.9

CARL R KELLER FLD (See PORT CLINTON)

CARROLL CO–TOLSON (See CARROLLTON)

CARROLLTON

CARROLL CO–TOLSON (TSO) 1 SE UTC−5(−4DT) N40°33.71′ W81°04.65′ DETROIT

1163 B S4 **FUEL** 100LL, JET A TPA—2013(850) NOTAM FILE CLE L–29B

RWY 07–25: H4300X75 (ASPH) MIRL IAP

RWY 07: REIL. PAPI(P2L). Tree. **RWY 25:** REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1100–0000Z‡. 24 hr fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.6 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 049° 27.1 NM to fld. 1180/7W.

HIWAS.

APP CRS	Rwy Idg	3398
228°	TDZE	878
	Apt Elev	880

GPS RWY 23

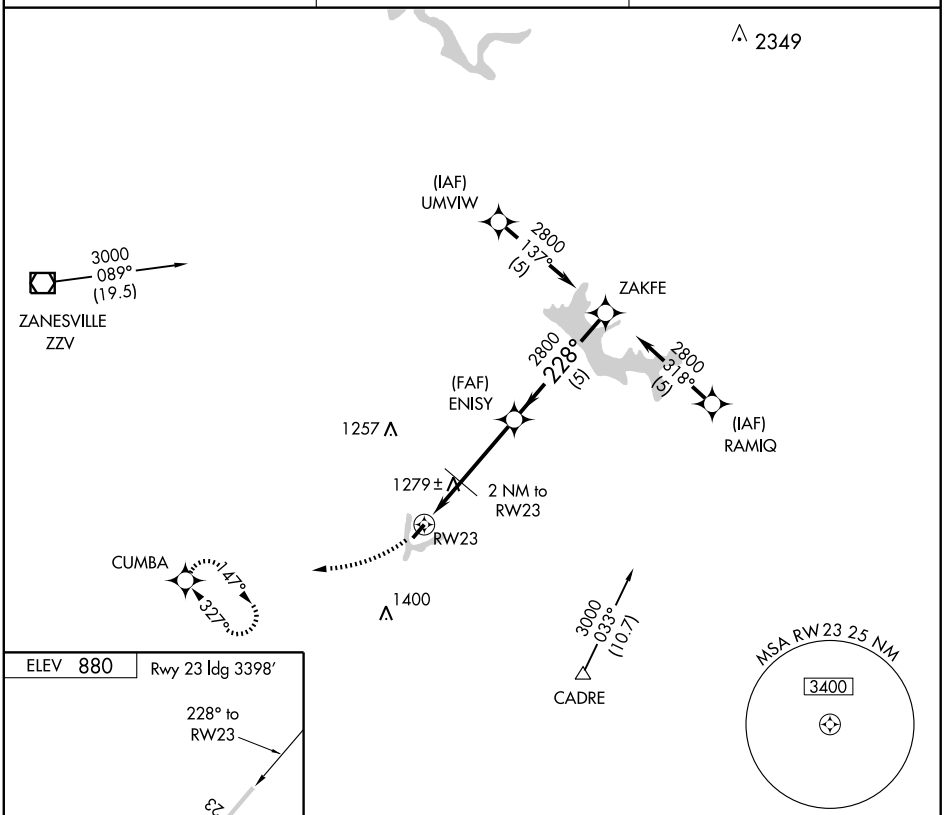
CALDWELL/ NOBLE COUNTY (I10)

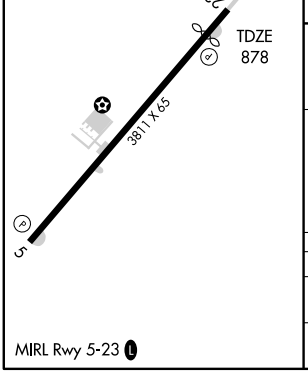
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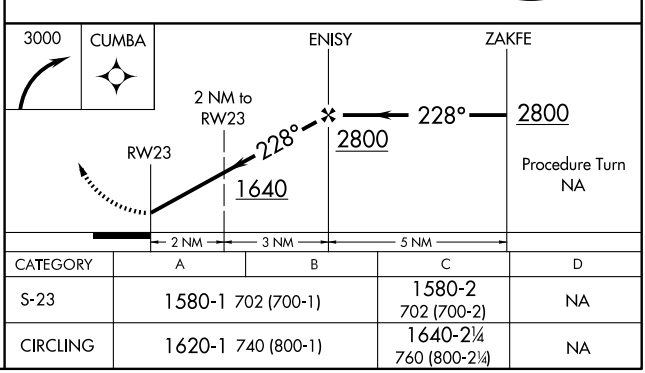
Use Zanesville altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct to CUMBA WP and hold.

INDIANAPOLIS CENTER	UNICOM	
124.45 370.9	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-23	1580-1 702 (700-1)		1580-2 702 (700-2)	NA
CIRCLING	1620-1 740 (800-1)		1640-2¼ 760 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ZZV	APP CRS	Rwy Idg	N/A
111.4	123°	TDZE	N/A
Chan 51		Apt Elev	880

VOR or GPS-A

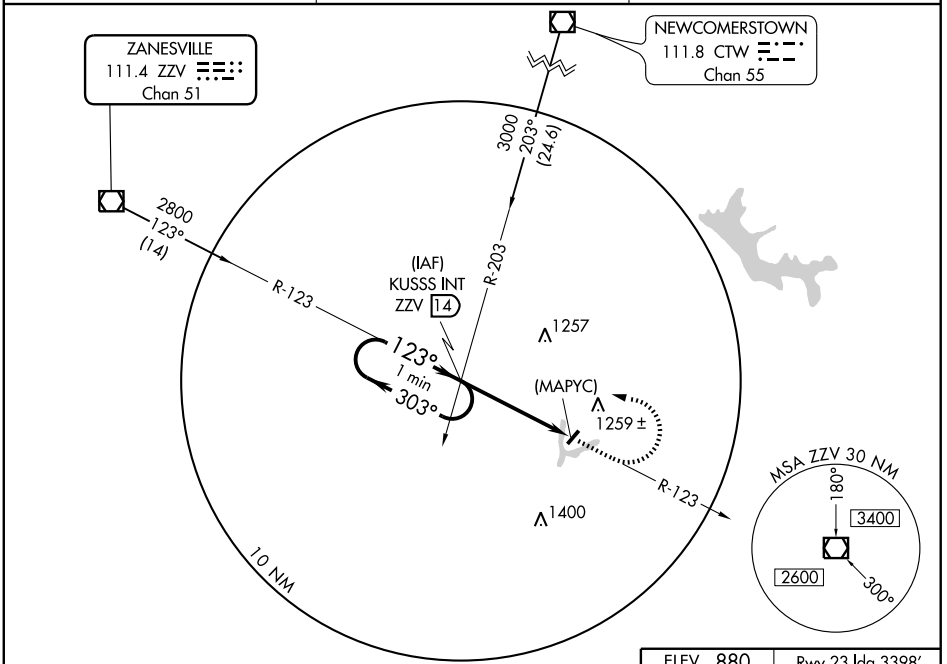
CALDWELL/ NOBLE COUNTY (I1Ø)

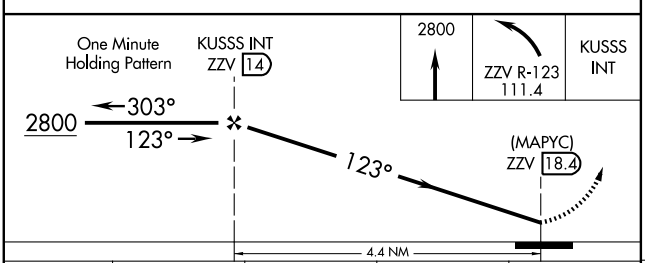
T
A NA

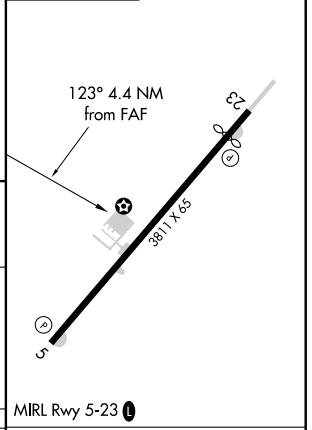
Use Zanesville altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn via ZZV R-123 to KUSSS Int/ZZV 14 DME and hold.

INDIANAPOLIS CENTER	UNICOM	
124.45 370.9	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
CIRCLING	1620-1	740 (800-1)	1640-2¼ 760 (800-2¼)	NA

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010

CALDWELL

NOBLE CO (I1Ø) 3 N UTC−5(−4DT) N39°48.06′ W81°32.18′ CINCINNATI

879 B **FUEL** 100LL NOTAM FILE CLE L–29B

RWY 05–23: H3811X65 (ASPH) S–12.5 MIRL IAP

RWY 05: PAPI(P2L). Trees. **RWY 23:** PAPI(P2L). Thld dsplcd 413′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡, Sat–Sun irregularly. For fuel after hrs call 740–525–9901 or 740–581–1167. Model acft activity on arpt–Sundays. ACTIVATE MIRL Rwy 05–23 and rotating bcn—122.7. Red obstruction lgts mark 56′ hill 947′ from AER 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 123° 18.5 NM to fld. 900/6W.

CAMBRIDGE

CAMBRIDGE MUNI (CDI) 03 S UTC−5(−4DT) N39°58.50′ W81°34.66′ CINCINNATI

799 B S2 **FUEL** 100LL TPA—1799(1000) NOTAM FILE CLE L–29B

RWY 04–22: H4298X75 (ASPH) S–18.5 MIRL IAP

RWY 04: REIL. VASI(V2L)—GA 3.5°. Thld dsplcd 400′. Pole. **RWY 22:** REIL. VASI(V2L)—GA 3.5°. P–line.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. Sat–Sun 1300–2200Z‡. Geese and deer invof rwy. Rwy 22 REIL OTS indef. Rwy 04 obstn lgtd hills SW of arpt. ACTIVATE MIRL Rwy 04–22; REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.525 (740) 435–0086.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45 (West side ops VOR or GPS A for arrival)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4 (East side ops LOC/DME Rwy 22 for arrival)

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 088° 14.7 NM to fld. 900/6W.

ILS/DME 109.35 I–CZM Chan 30 (Y) Rwy 22. LOC only. DME unmonitored.

SALT FORK LODGE HELIPORT (Ø8G) 6 NE UTC−5(−4DT) N40°06.66′ W81°31.57′ DETROIT

960 NOTAM FILE CLE.

HELIPAD H1: H60X56 (ASPH)

HELIPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CANTON

STARK COUNTY SHERIFF HELIPORT (5D1) 4 E UTC−5(−4DT) N40°50.39′ W81°18.49′ DETROIT

1135 NOTAM FILE CLE

HELIPAD H1: H120X75 (ASPH)

HELIPAD H1: Tower.

HELIPORT REMARKS: Attended continuously. Ingress–Egress 270° clockwise 090° from PAD. Helipad H1 marked with 'H'.

COMMUNICATIONS: CTAF 122.9

CARL R KELLER FLD (See PORT CLINTON)

CARROLL CO–TOLSON (See CARROLLTON)

CARROLLTON

CARROLL CO–TOLSON (TSO) 1 SE UTC−5(−4DT) N40°33.71′ W81°04.65′ DETROIT

1163 B S4 **FUEL** 100LL, JET A TPA—2013(850) NOTAM FILE CLE L–29B

RWY 07–25: H4300X75 (ASPH) MIRL IAP

RWY 07: REIL. PAPI(P2L). Tree. **RWY 25:** REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1100–0000Z‡. 24 hr fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.6 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 049° 27.1 NM to fld. 1180/7W.

HIWAS.

LOC/DME I-CZM	APP CRS	Rwy Idg 4298
109.35	220°	TDZE 799
Chan 30 (Y)		Apt Elev 799

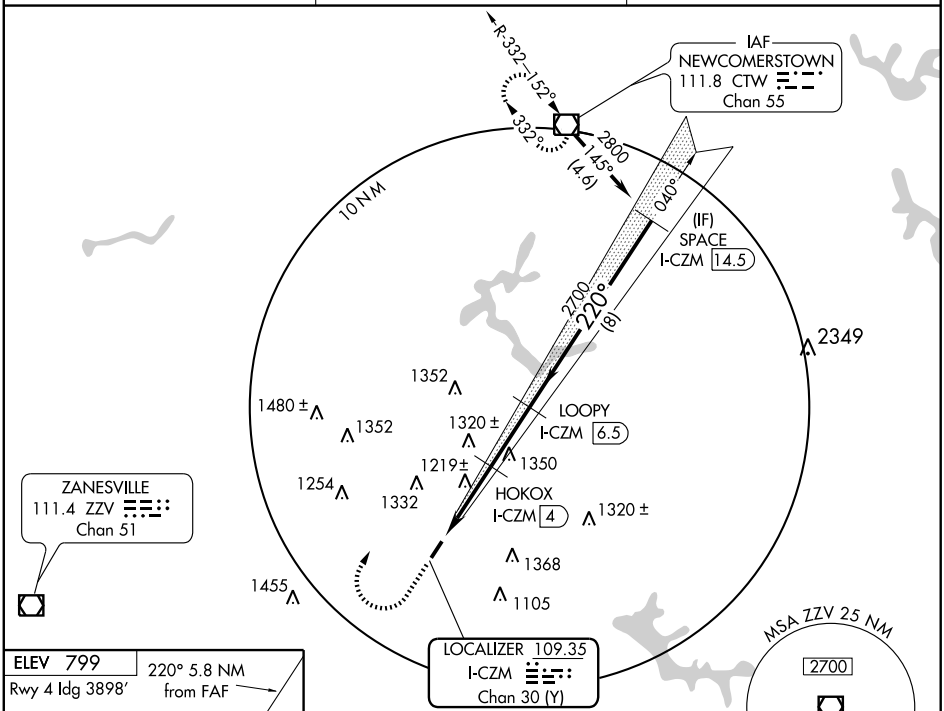
LOC/DME RWY 22

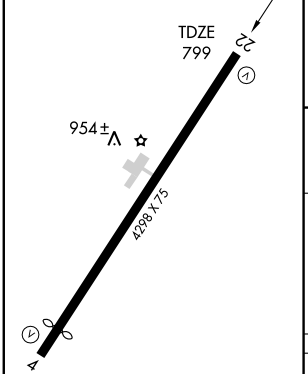
CAMBRIDGE MUNI (CDI)

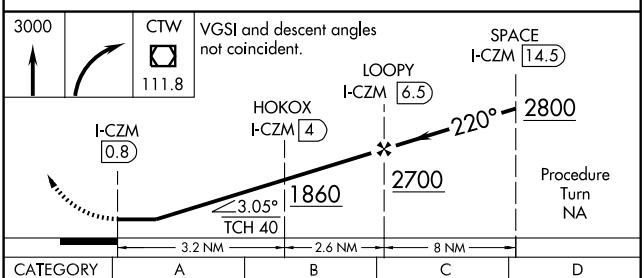
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Zanesville altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 then right turn direct CTW VOR/DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.525	120.4 257.975	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-22	1480-1 681 (700-1)		1480-2 681 (700-2)	NA
CIRCLING	1540-1 741 (800-1)	1540-1¼ 741 (800-1¼)	1560-2¼ 761 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ZZV	APP CRS	Rwy Idg	N/A
111.4	088°	TDZE	N/A
Chan 51		Apt Elev	799

VOR or GPS-A

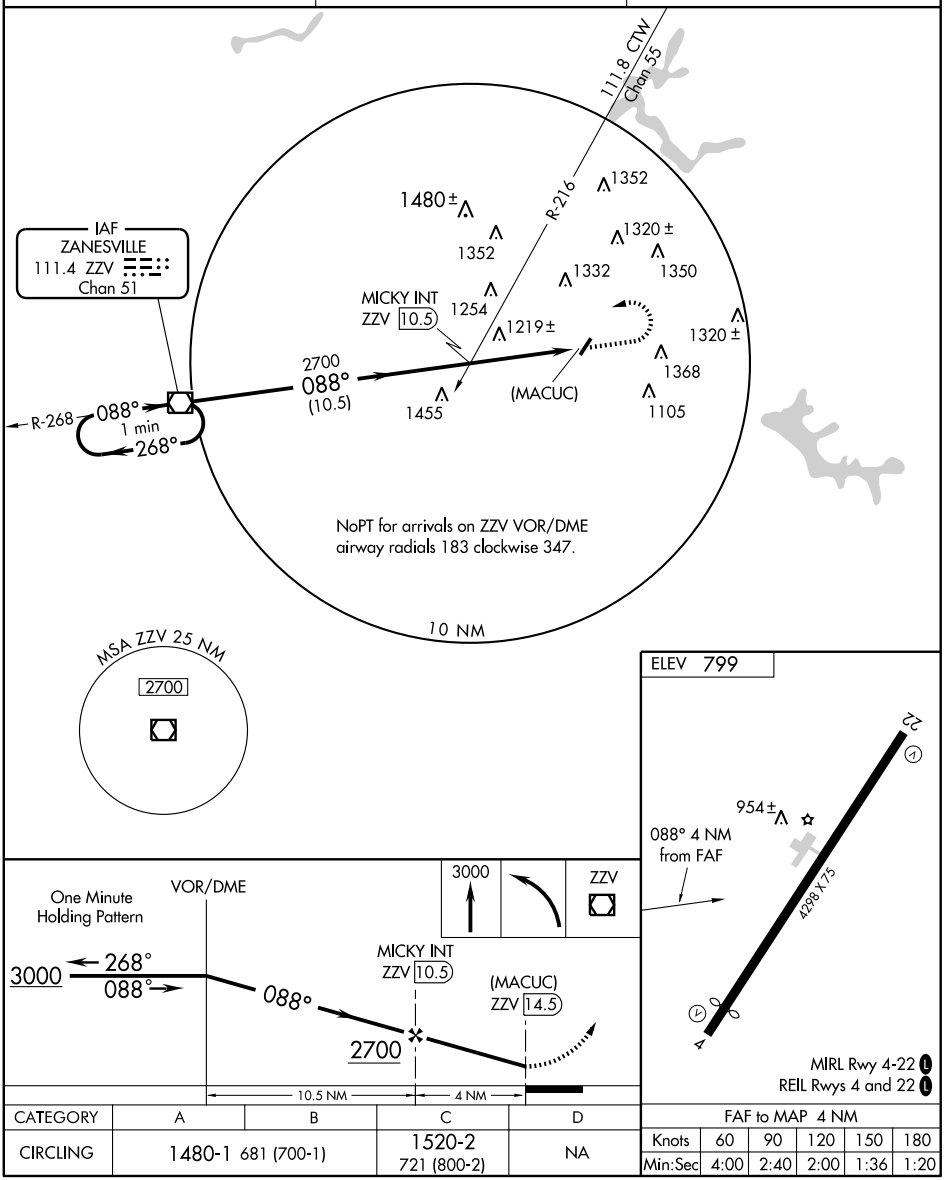
CAMBRIDGE MUNI (CDI)

When local altimeter setting not received, use Zanesville altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000, then left turn direct ZZV VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.525	124.45 370.9	123.075 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1480-1 681 (700-1)		1520-2 721 (800-2)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

EC-2, 21 OCT 2010 to 18 NOV 2010

CALDWELL

NOBLE CO (I1Ø) 3 N UTC−5(−4DT) N39°48.06′ W81°32.18′ CINCINNATI

879 B **FUEL** 100LL NOTAM FILE CLE L–29B

RWY 05–23: H3811X65 (ASPH) S–12.5 MIRL IAP

RWY 05: PAPI(P2L). Trees. **RWY 23:** PAPI(P2L). Thld dsplcd 413′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2100Z‡, Sat–Sun irregularly. For fuel after hrs call 740–525–9901 or 740–581–1167. Model acft activity on arpt–Sundays. ACTIVATE MIRL Rwy 05–23 and rotating bcn—122.7. Red obstruction lgts mark 56′ hill 947′ from AER 23.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 123° 18.5 NM to fld. 900/6W.

CAMBRIDGE

CAMBRIDGE MUNI (CDI) 03 S UTC−5(−4DT) N39°58.50′ W81°34.66′ CINCINNATI

799 B S2 **FUEL** 100LL TPA—1799(1000) NOTAM FILE CLE L–29B

RWY 04–22: H4298X75 (ASPH) S–18.5 MIRL IAP

RWY 04: REIL. VASI(V2L)—GA 3.5°. Thld dsplcd 400′. Pole. **RWY 22:** REIL. VASI(V2L)—GA 3.5°. P–line.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. Sat–Sun 1300–2200Z‡. Geese and deer invof rwy. Rwy 22 REIL OTS indef. Rwy 04 obstn lgtd hills SW of arpt. ACTIVATE MIRL Rwy 04–22; REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.525 (740) 435–0086.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45 (West side ops VOR or GPS A for arrival)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4 (East side ops LOC/DME Rwy 22 for arrival)

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 088° 14.7 NM to fld. 900/6W.

ILS/DME 109.35 I–CZM Chan 30 (Y) Rwy 22. LOC only. DME unmonitored.

SALT FORK LODGE HELIPORT (Ø8G) 6 NE UTC−5(−4DT) N40°06.66′ W81°31.57′ DETROIT

960 NOTAM FILE CLE.

HELIPAD H1: H60X56 (ASPH)

HELIPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

CANTON

STARK COUNTY SHERIFF HELIPORT (5D1) 4 E UTC−5(−4DT) N40°50.39′ W81°18.49′ DETROIT

1135 NOTAM FILE CLE

HELIPAD H1: H120X75 (ASPH)

HELIPAD H1: Tower.

HELIPORT REMARKS: Attended continuously. Ingress–Egress 270° clockwise 090° from PAD. Helipad H1 marked with 'H'.

COMMUNICATIONS: CTAF 122.9

CARL R KELLER FLD (See PORT CLINTON)

CARROLL CO–TOLSON (See CARROLLTON)

CARROLLTON

CARROLL CO–TOLSON (TSO) 1 SE UTC−5(−4DT) N40°33.71′ W81°04.65′ DETROIT

1163 B S4 **FUEL** 100LL, JET A TPA—2013(850) NOTAM FILE CLE L–29B

RWY 07–25: H4300X75 (ASPH) MIRL IAP

RWY 07: REIL. PAPI(P2L). Tree. **RWY 25:** REIL. PAPI(P2L). Tree.

AIRPORT REMARKS: Attended 1100–0000Z‡. 24 hr fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25 and REIL Rwys 07 and 25—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.6 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 049° 27.1 NM to fld. 1180/7W.

HIWAS.

APP CRS	Rwy Idg	4300
071°	TDZE	1163
	Apt Elev	1163

GPS RWY 7

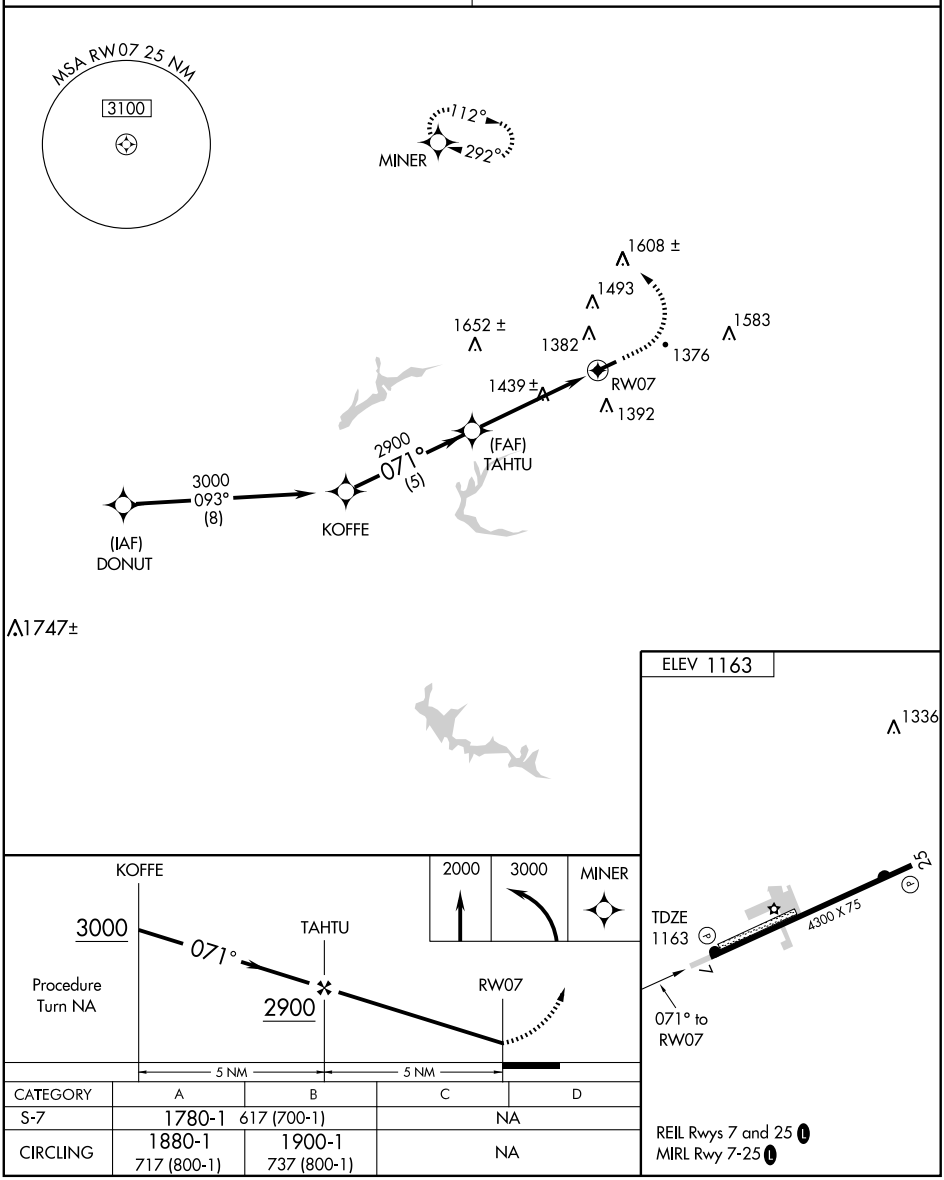
CARROLLTON/ CARROLL COUNTY-TOLSON (TSO)

NA

Use Akron-Canton altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct MINER WP and hold.

AKRON-CANTON APP CON ★	UNICOM
125.5 371.875	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-7	1780-1	617 (700-1)	NA	
CIRCLING	1880-1 717 (800-1)	1900-1 737 (800-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BSV 112.4 Chan 71	APP CRS 127°	Rwy Idg N/A TDZE N/A Apt Elev 1163

VOR or GPS-A

CARROLLTON/ CARROLL COUNTY-TOLSON (TSO)

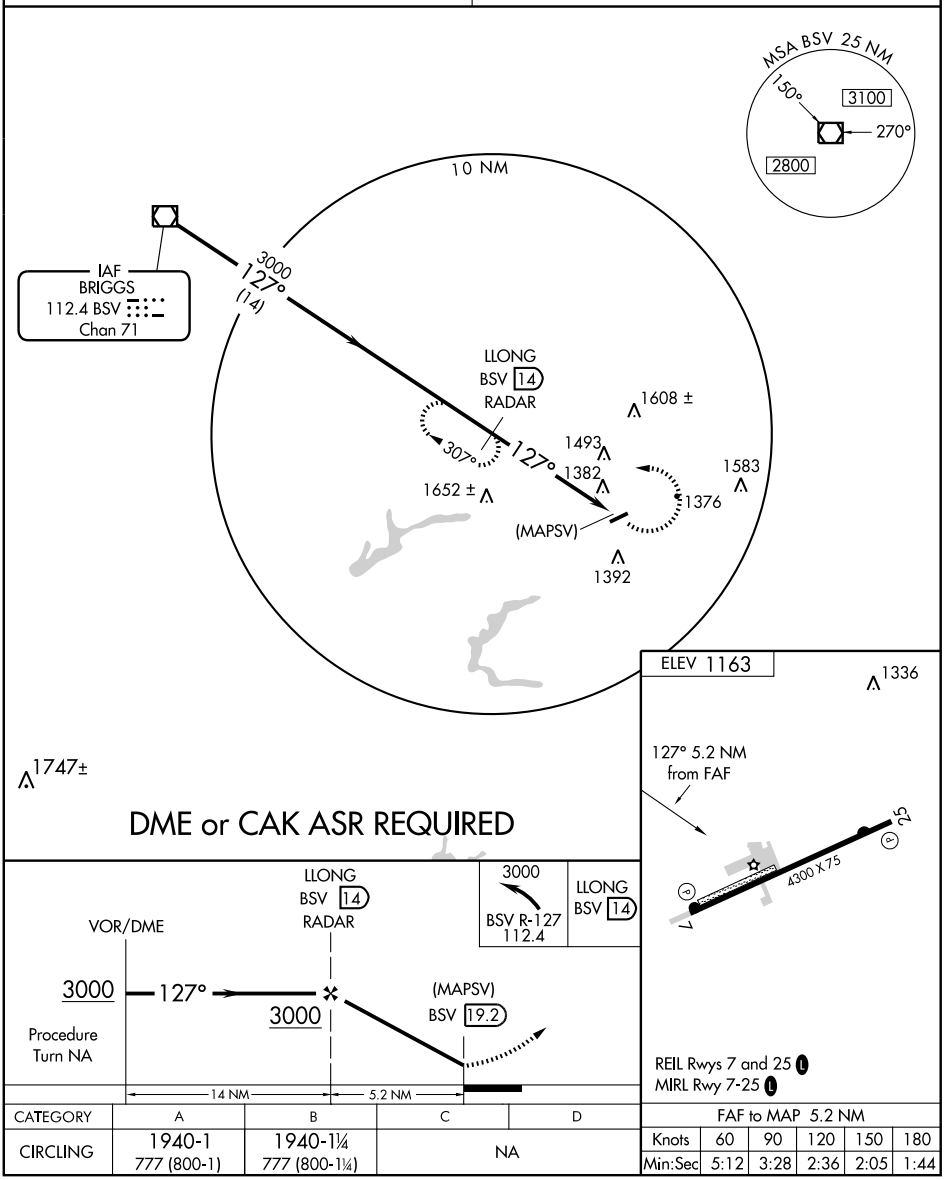
NA

Use Akron-Canton altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via BSV R-127 to LLONG/BSV 14 DME/RADAR and hold.

AKRON-CANTON APP CON ★
125.5 371.875

UNICOM
122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1940-1 *777 (800-1)*	1940-1¼ *777 (800-1¼)*	NA	

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PARSONS (5D6) 5 N UTC−5(−4DT) N40°38.89′ W81°04.12′ **DETROIT**

1290 S2 NOTAM FILE CLE

RWY 09–27: 2530X75 (TURF)

RWY 09: Trees. **RWY 27:** Tree.

AIRPORT REMARKS: Attended irregularly. Deer and birds on and invof arpt. Rwy 09–27 slopes up to the W. Rwy soft when wet. No line of sight between rwy ends. Aerobatic practice area 2280′ MSL to 5000′ MSL within 1 mile radius of arpt. Rwy 09 outlined with orange and white barrel halves and yellow tires at rwy end.

COMMUNICATIONS: CTAF 122.9

CASER N39°44.93′ W82°32.12′ NOTAM FILE DAY. **CINCINNATI**

NDB (LOM) 338 LH 280° 5.7 NM to Fairfield Co. Unmonitored.

CELINA

LAKEFIELD (CQA) 6 SE UTC−5(−4DT) N40°29.06′ W84°33.49′ **DETROIT**

894 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**

RWY 08–26: H4400X75 (ASPH) S–30 MIRL **IAP**

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 20′. P–line. **RWY 26:** REIL. PAPI (P4L)—GA 3.0° TCH 29′. Tree.

AIRPORT REMARKS: Attended 1330Z‡–dusk. 100LL fuel 24 hr with credit card self svc. After hrs call ahead for Jet A service. Parachute Jumping. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08–26—123.3.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 302° 26.4 NM to fld. 1080/5W.

NDB (MHW) 205 CQA N40°28.92′ W84°33.86′ on fld.

CHARDON N41°31.02′ W81°09.79′ NOTAM FILE CLE. **DETROIT**

(H) VOR/DME 112.7 CXR Chan 74 137° 6.1 NM to Geauga Co. 1310/5W. **H–10G, L–30G**

VOR portion unusable

357°–073° byd 10 NM blo 11,000′

074°–084° byd 10 NM blo 3,300′

085°–099° byd 10 NM blo 11,000′

104°–180° byd 10 NM 6000′

RCO 122.1R 112.7T (CLEVELAND RADIO)

CHESAPEAKE/HUNTINGTON W VA

LAWRENCE CO AIRPARK (HTW) 2 W UTC−5(−4DT) N38°25.15′ W82°29.66′ **CINCINNATI**

568 B **FUEL** 100LL NOTAM FILE DAY **L–26H**

RWY 08–26: H3001X70 (ASPH) MIRL (NSTD)

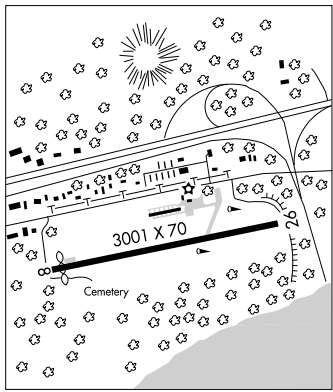
RWY 08: Thld dsplcd 173′. Trees. **RWY 26:** Trees.

AIRPORT REMARKS: Attended Oct–Apr 1400Z‡–dusk, May–Sep 1300Z‡–dusk. Parachute Jumping. Rwy 08–26 has many cracks, exhibits foreign object damage. Rwy 08–26 NSTD MIRL 70′ from rwy edges; Rwy 08 relocated thld 28′ at ngt; 2973′ lgtd at ngt.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 125° 26.5 NM to fld. 1040/5W.



NDB CQA 205	APP CRS 100°	Rwy Idg 4400 TDZE 894 Apt Elev 894

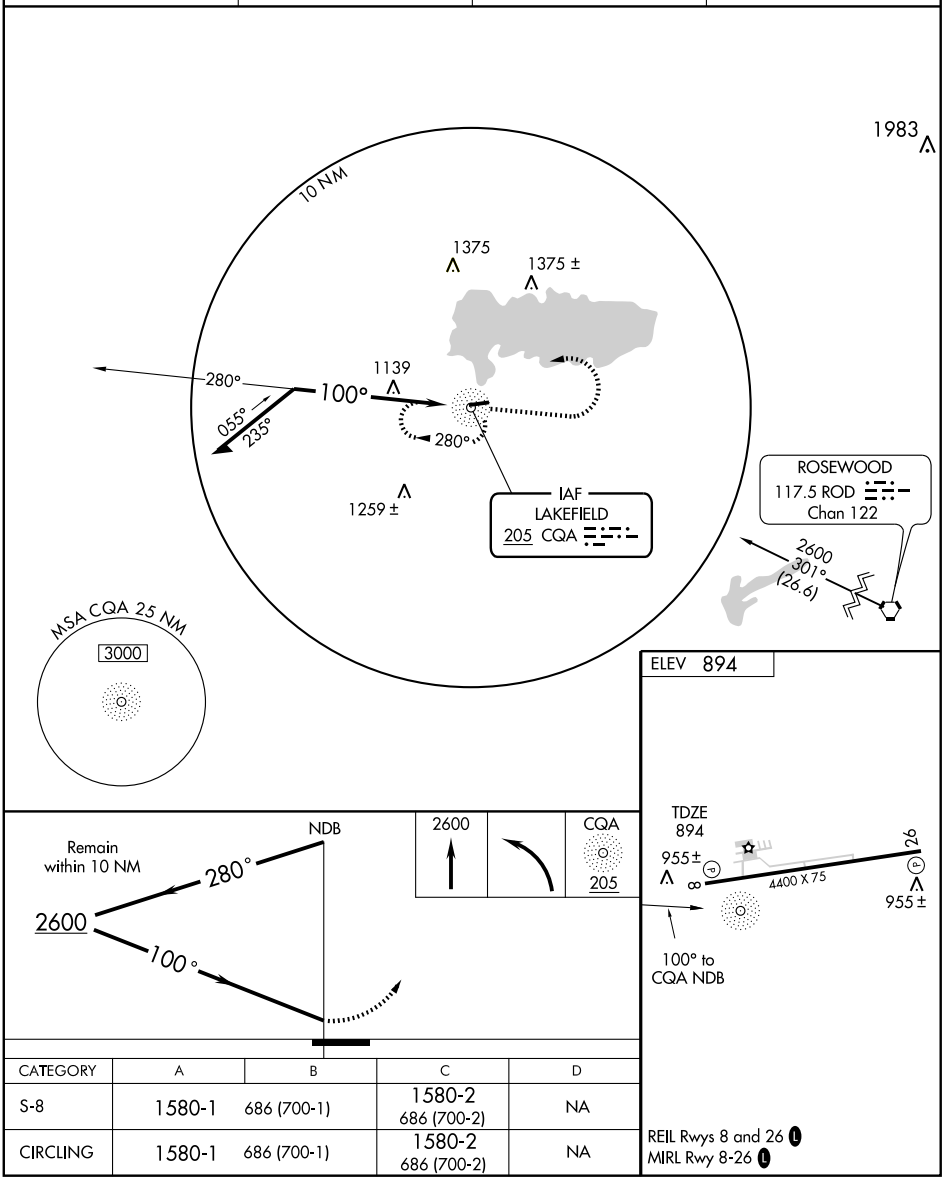
NDB RWY 8

CELINA/LAKEFIELD (CQA)

▼ NA — Visibility reduction by helicopters NA. Use Wapakoneta altimeter setting; when not received use James M. Cox Dayton Intl altimeter setting and increase all MDA 80 feet and increase S-8 and circling Cats B/C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 then left turn direct CQA NDB and hold.

WAPAKONETA AWOS-3	DAYTON APP CON	UNICOM	
128.325	134.45 352.05	122.8 (CTAF)	123.3 L



CATEGORY	A	B	C	D
S-8	1580-1	686 (700-1)	1580-2 686 (700-2)	NA
CIRCLING	1580-1	686 (700-1)	1580-2 686 (700-2)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4400
CH 61116	087°	TDZE	894
W08A		Apt Elev	894

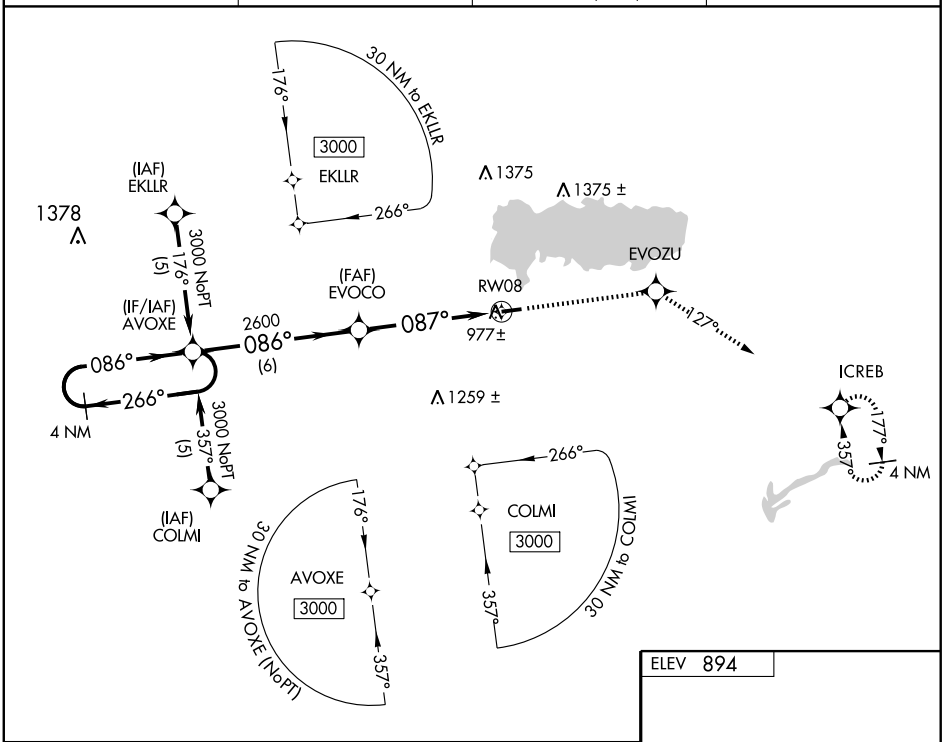
RNAV (GPS) RWY 8

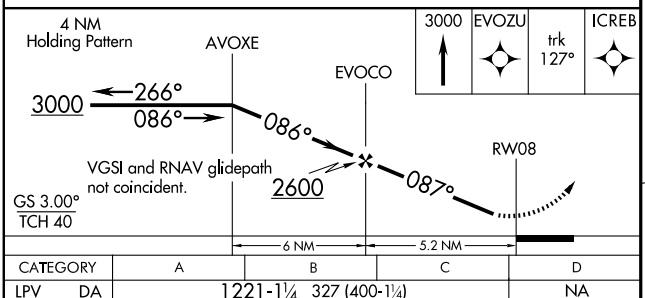
CELINA/LAKEFIELD (CQA)

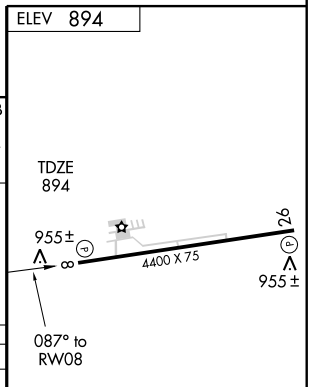
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Wapakoneta altimeter setting. When not received use James M. Cox Dayton Intl altimeter setting and increase all DA 73 feet and all MDA 80 feet; increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile and LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EVOZU and via track 127° to ICREB and hold.

WAPAKONETA AWOS-3	DAYTON APP CON	UNICOM	
128.325	134.45 352.05	122.8 (CTAF)	123.3 L







CATEGORY	A	B	C	D
LPV DA	1221-1¼ 327 (400-1¼)			NA
LNAV/VNAV DA	1278-1¼ 384 (400-1¼)			NA
LNAV MDA	1440-1 546 (600-1)		1440-1½ 546 (600-1½)	NA
CIRCLING	1440-1 546 (600-1)		1440-1½ 546 (600-1½)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4400
267°	TDZE	893
	Apt Elev	894

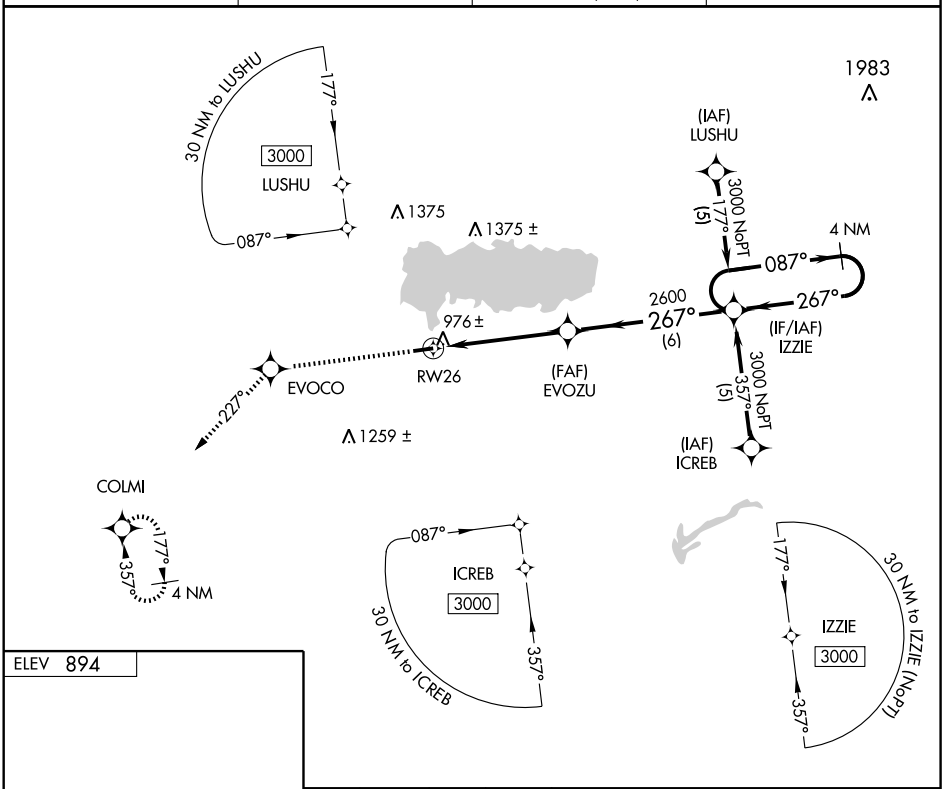
RNAV (GPS) RWY 26

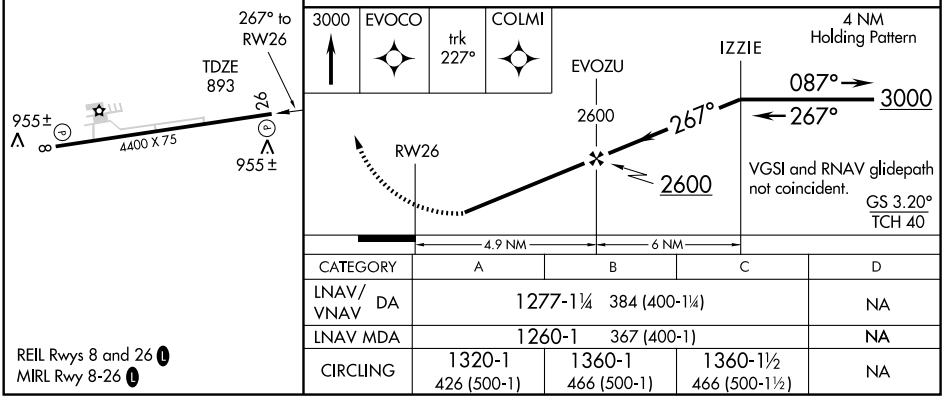
CELINA/LAKEFIELD (CQA)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Wapakoneta altimeter setting. When not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 73 feet and all MDA 80 feet and increase LNAV/VNAV Cats A/B/C and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EVOCO and via track 227° to COLMI and hold.

WAPAKONETA AWOS-3	DAYTON APP CON	UNICOM	
128.325	134.45 352.05	122.8 (CTAF)	123.3 L





CATEGORY	A	B	C	D
LNAV/VNAV DA	1277-1¼ 384 (400-1¼)			NA
LNAV MDA	1260-1 367 (400-1)			NA
CIRCLING	1320-1 426 (500-1)	1360-1 466 (500-1)	1360-1½ 466 (500-1½)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CHILLICOTHE

ROSS CO (RZT) 6 NW UTC−5(−4DT) N39°26.43′ W83°01.38′ **CINCINNATI**

725 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **H–10G, L–29A**

RWY 05–23: H5404X100 (ASPH) S–30, D–60 MIRL 0.4% up SW **IAP**

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

RWY 12–30: 3130X125 (TURF)

RWY 12: Thld dsplcd 330′. P–line. **RWY 30:** Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 12–30 CLOSED indef. Avionics Shop on fld. MIRL Rwy 05–23 preset on low ints; to increase ints and ACTIVATE PAPI and REIL Rwys 05 and 23—123.0. Rwy 05–23 555′ SW end marked with Chevrons is unusable.

WEATHER DATA SOURCES: AWOS–3 119.225 (740) 779–1364. SAWRS

COMMUNICATIONS: CTAF/UNICOM 122.8

YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 211° 47.1 NM to fld. 1350/6W. **HIWAS.**

YELLOW BUD (T) VOR 112.5 XUB N39°31.61′ W82°58.68′ 207° 5.6 NM to fld.

NDB (MHW) 236 RZT N39°26.29′ W83°01.73′ at fld.

NDB unusable 330°–001° byd 10 NM; 060°–077° byd 10 NM and 200°–230° byd 10 NM.

COMM/NAV/WEATHER REMARKS: SAWRS avbl 1300–2300Z‡ and upon req call (740) 773–4788.

CINCINNATI

CINCINNATI–BLUE ASH (ISZ) 6 NE UTC−5(−4DT) N39°14.80′ W84°23.34′ **CINCINNATI**

856 B S4 **FUEL** 100LL, JET A1+ OX 3 NOTAM FILE DAY **L–27E**

RWY 06–24: H3499X75 (ASPH) S–12.5 MIRL 0.7% up SW **IAP**

RWY 06: REIL. VASI(V2L)—GA 4.0° TCH 20′. Trees.

RWY 24: REIL. VASI(V2L)—GA 4.0° TCH 20′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Apr–Nov 1200Z‡–dusk, Dec–Mar 1300Z‡–dusk. Deer and wildlife on and invof arpt. Noise abatement procedures departing Rwy 24; turn rgt heading 270° after tkf, departing Rwy 06 turn left 360° after tkf. Rwy 06 REIL OTS indef. MIRL Rwy 06–24 preset on low ints dusk–dawn; to increase ints and ACTIVATE twy lgts and wind indicator and REIL Rwy 06 and 24—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.475 (513) 794-1520.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **APP/DEP CON** 121.0 **CLNC DEL** 124.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.

(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 051° 20.2 NM to fld. 879/04W.

NDB (MHW) 388 ISZ N39°14.93′ W84°23.38′ at fld. NOTAM FILE DAY. NDB OTS indef.

APP CRS	Rwy Idg	5400
228°	TDZE	716
	Apt Elev	725

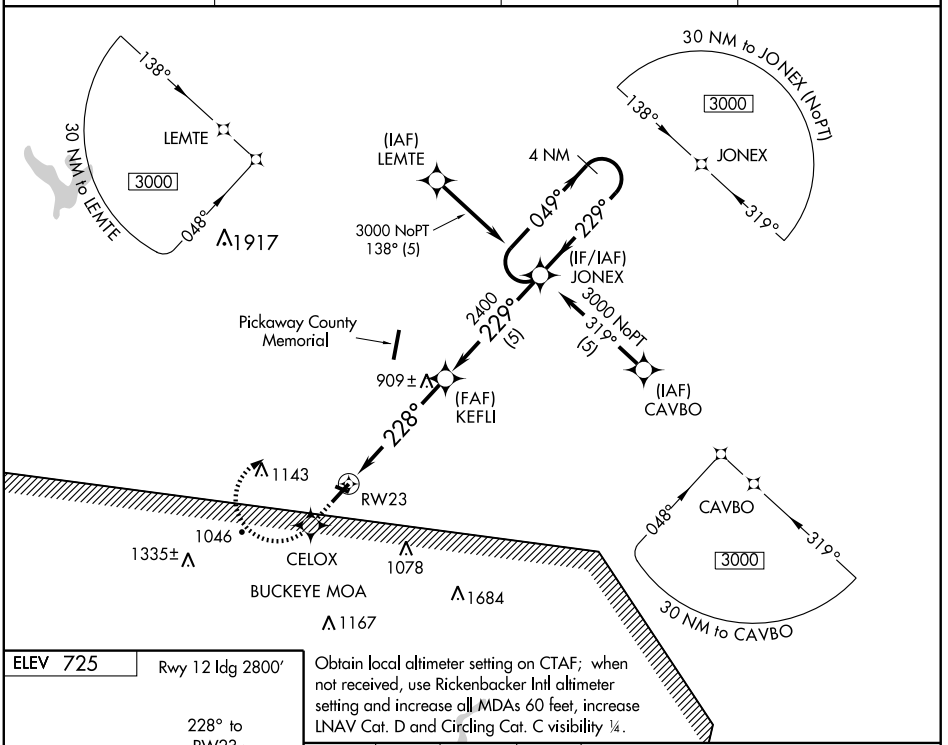
RNAV (GPS) RWY 23

CHILLICOTHE / ROSS COUNTY (RZT)

Baro-VNAV and VDP NA with Rickenbacker Intl altimeter setting.
Baro-VNAV NA below -16°C (3°F)
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

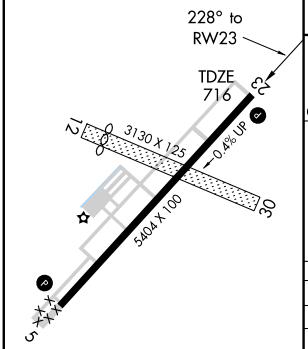
MISSED APPROACH: Climb to 3000 via 229° course to CELOX WP, then right turn via 048° course to JONEX WP and hold.

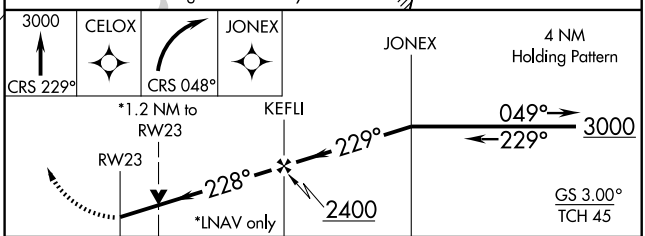
AWOS-3	COLUMBUS APP CON	UNICOM	123.0 L
119.225	132.3 317.775	122.8 (CTAF)	



ELEV 725 Rwy 12 Idg 2800′

Obtain local altimeter setting on CTAF; when not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, increase LNAV Cat. D and Circling Cat. C visibility ¼.





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1040-1 ¼	324 (400-1 ¼)		
LNAV MDA	1120-1	404 (500-1)	1120-1 ¼	404 (500-1 ¼)
CIRCLING	1320-1 ¼ 595 (600-1 ¼)	1340-1 ¼ 615 (700-1 ¼)	1380-1 ¾ 655 (700-1 ¾)	1400-2 ¼ 675 (700-2 ¼)

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR XUB	APP CRS	Rwy Idg	5400
112.5	204°	TDZE	716
		Apt Elev	725

VOR RWY 23

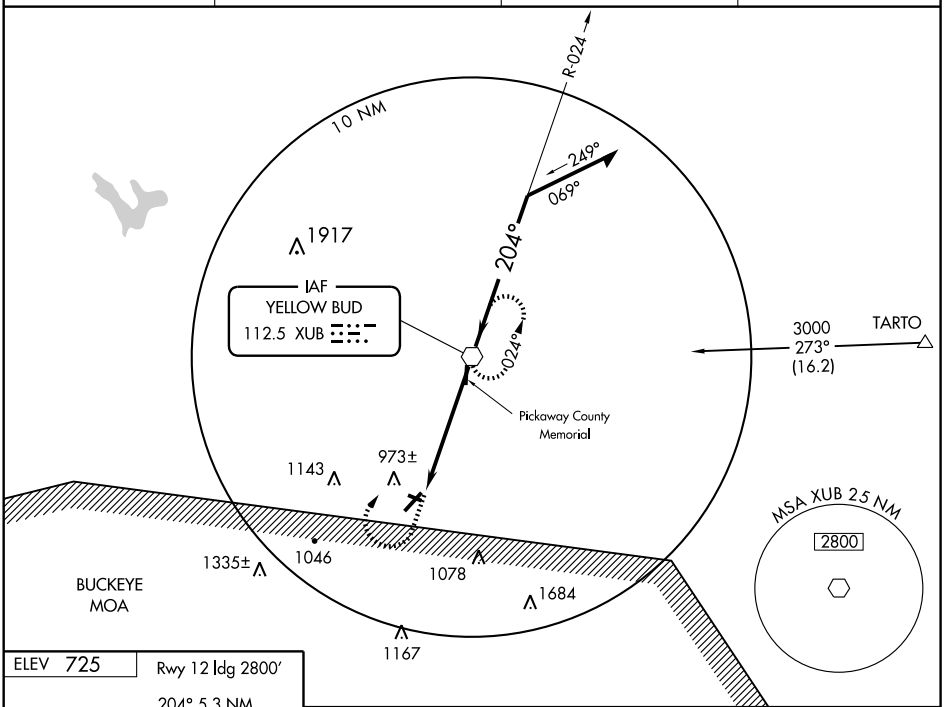
CHILLICOTHE / ROSS COUNTY (RZT)

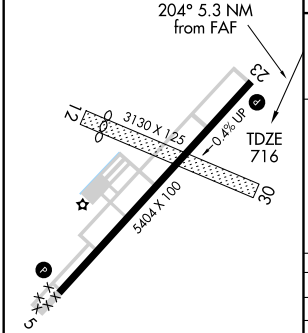
Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting. Circling NA to Rwys 12 and 30.

NA

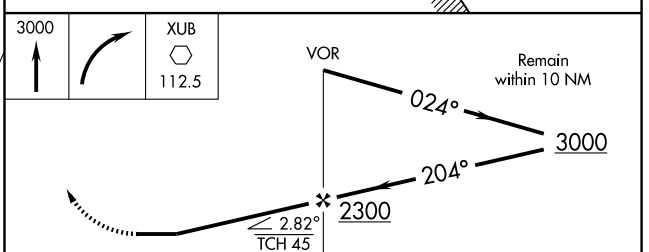
MISSED APPROACH: Climb to 3000 then right turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	UNICOM	
119.225	132.3 317.775	122.8 (CTAF)	123.0 L





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-23	1220-1	504 (500-1)	1220-1½	504 (500-1½)
CIRCLING	1340-1 615 (700-1)	1360-1 635 (700-1)	1380-1¾ 655 (700-1¾)	1400-2¼ 675 (700-2¼)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-23	1320-1	604 (600-1)	1320-1¾ 604 (600-1¾)	1320-2 604 (600-2)
CIRCLING	1420-1 695 (700-1)	1460-1 735 (800-1)	1480-2¼ 755 (800-2¼)	1500-2½ 775 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CHILLICOTHE

ROSS CO (RZT) 6 NW UTC−5(−4DT) N39°26.43′ W83°01.38′ **CINCINNATI**

725 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **H–10G, L–29A**

RWY 05–23: H5404X100 (ASPH) S–30, D–60 MIRL 0.4% up SW **IAP**

RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

RWY 12–30: 3130X125 (TURF)

RWY 12: Thld dsplcd 330′. P–line. **RWY 30:** Trees.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 12–30 CLOSED indef. Avionics Shop on fld. MIRL Rwy 05–23 preset on low ints; to increase ints and ACTIVATE PAPI and REIL Rwys 05 and 23—123.0. Rwy 05–23 555′ SW end marked with Chevrons is unusable.

WEATHER DATA SOURCES: AWOS–3 119.225 (740) 779–1364. SAWRS

COMMUNICATIONS: CTAF/UNICOM 122.8

YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 132.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 211° 47.1 NM to fld. 1350/6W. **HIWAS.**

YELLOW BUD (T) VOR 112.5 XUB N39°31.61′ W82°58.68′ 207° 5.6 NM to fld.

NDB (MHW) 236 RZT N39°26.29′ W83°01.73′ at fld.

NDB unusable 330°–001° byd 10 NM; 060°–077° byd 10 NM and 200°–230° byd 10 NM.

COMM/NAV/WEATHER REMARKS: SAWRS avbl 1300–2300Z‡ and upon req call (740) 773–4788.

CINCINNATI

CINCINNATI–BLUE ASH (ISZ) 6 NE UTC−5(−4DT) N39°14.80′ W84°23.34′ **CINCINNATI**

856 B S4 **FUEL** 100LL, JET A1+ OX 3 NOTAM FILE DAY **L–27E**

RWY 06–24: H3499X75 (ASPH) S–12.5 MIRL 0.7% up SW **IAP**

RWY 06: REIL. VASI(V2L)—GA 4.0° TCH 20′. Trees.

RWY 24: REIL. VASI(V2L)—GA 4.0° TCH 20′. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Apr–Nov 1200Z‡–dusk, Dec–Mar 1300Z‡–dusk. Deer and wildlife on and invof arpt. Noise abatement procedures departing Rwy 24; turn rgt heading 270° after tkf, departing Rwy 06 turn left 360° after tkf. Rwy 06 REIL OTS indef. MIRL Rwy 06–24 preset on low ints dusk–dawn; to increase ints and ACTIVATE twy lgts and wind indicator and REIL Rwy 06 and 24—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.475 (513) 794-1520.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **APP/DEP CON** 121.0 **CLNC DEL** 124.9

RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.

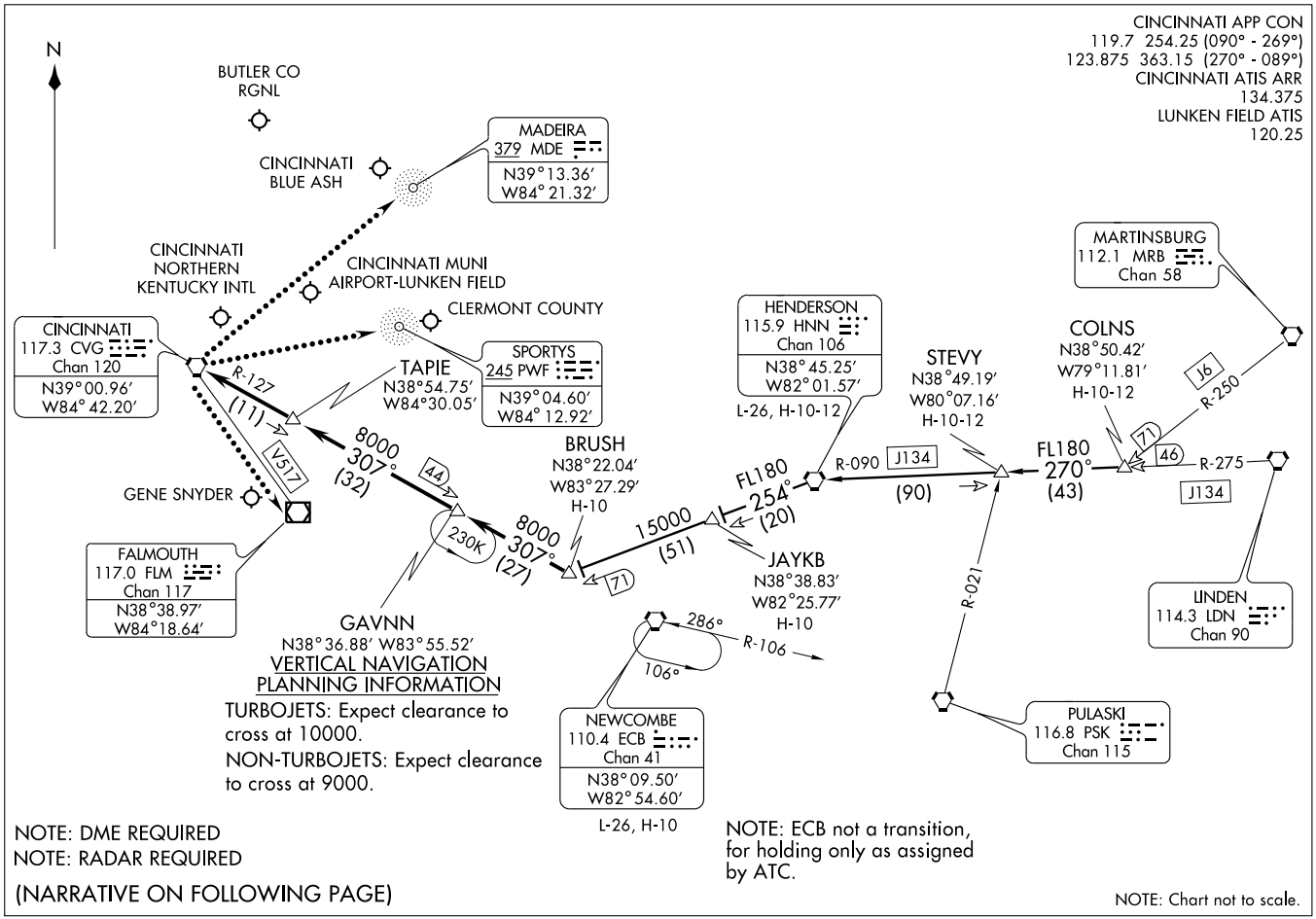
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 051° 20.2 NM to fld. 879/04W.

NDB (MHW) 388 ISZ N39°14.93′ W84°23.38′ at fld. NOTAM FILE DAY. NDB OTS indef.

BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO



BRUSH ONE ARRIVAL
(BRUSH.BRUSH1) 10098
CINCINNATI, OHIO

ST-655 (FAA)

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

ST-655 (FAA)

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN ATIS
120.25

ROSEWOOD
117.5 ROD
Chan 122

APPLETON
116.7 APE
Chan 114
N40°09.06′
W82°35.30′
L-29, H-10

FL180
272°
(51)

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

FL180
248°
(23)

BOWRR
N39°57.97′
W83°01.94′

10000
248°
(32)

55

ORLEE
N39°42.67′
W83°38.04′

64
10000
(9)

HEDEE
N39°38.25′
W83°48.34′

70
10000
248°
(6)

51
8000
231°
(9)

JARSO
N39°35.50′
W83°54.70′

42
8000
(9)

230K

N

TIGRR
N39°29.40′ - W84°03.18′
VERTICAL PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000′.
NON-TURBOJETS: Expect clearance to cross at 9000′.
All aircraft landing LUK expect clearance to cross at 8000′.

R-169

CHARZ
N39°23.57′ - W84°11.25′
VERTICAL PLANNING INFORMATION
All aircraft landing LUK expect clearance to cross at 4000′ or 6000′.

NOTE: APE TRANSITION - Only for use by overseas flights, or, aircraft from Cleveland/ Akron-Canton/ Pittsburgh terminal areas with filed altitudes at or below FL220.

NOTE: DME REQUIRED

NOTE: Chart not to scale.

BUTLER COUNTY REGIONAL

CINCINNATI BLUE ASH

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

8000
(33)
231°

MADEIRA
379 MDE
N39°13.36′
W84°21.32′

SPORTYS
245 PWF
N39°04.60′
W84°12.92′

CINCINNATI MUNI AIRPORT-LUNKEN FIELD

R-051

CLERMONT COUNTY

FALMOUTH
117.0 FLM
Chan 117
N38°38.97′
W84°18.64′

CINCINNATI/NORTHERN KENTUCKY INTL

V517

GENE SNYDER

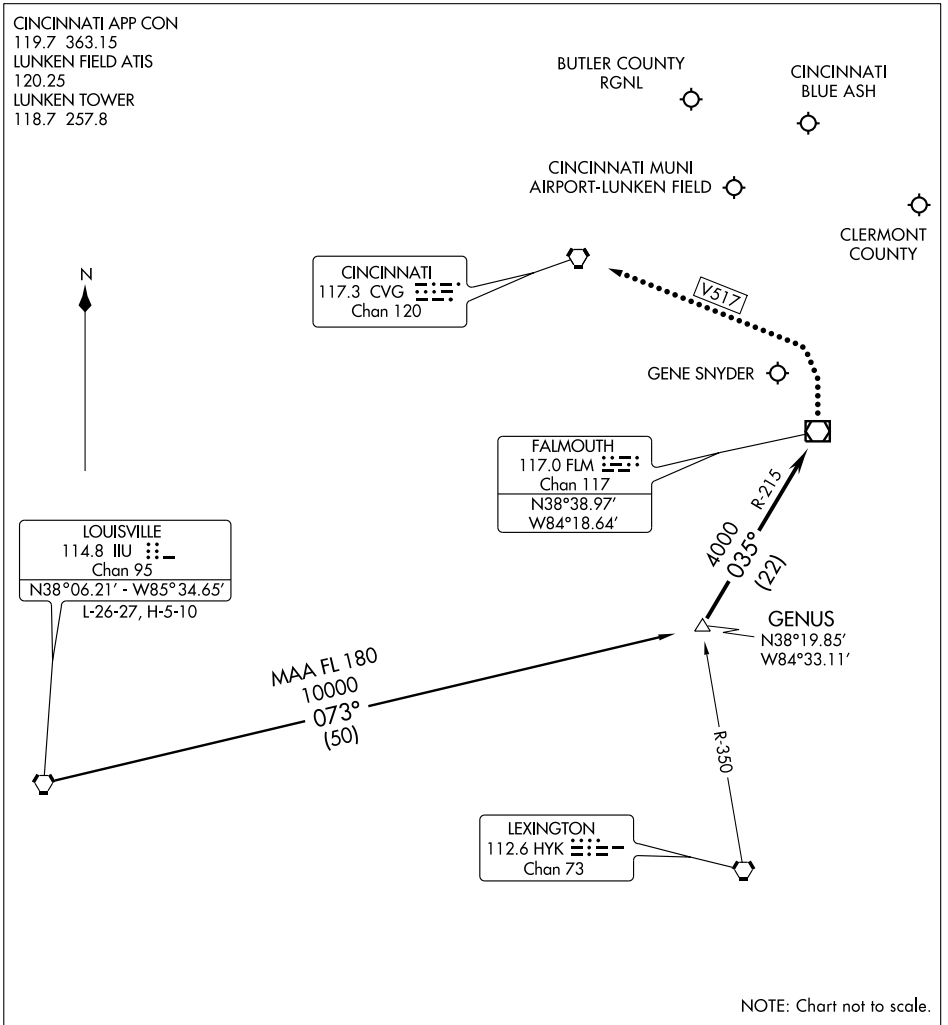
APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

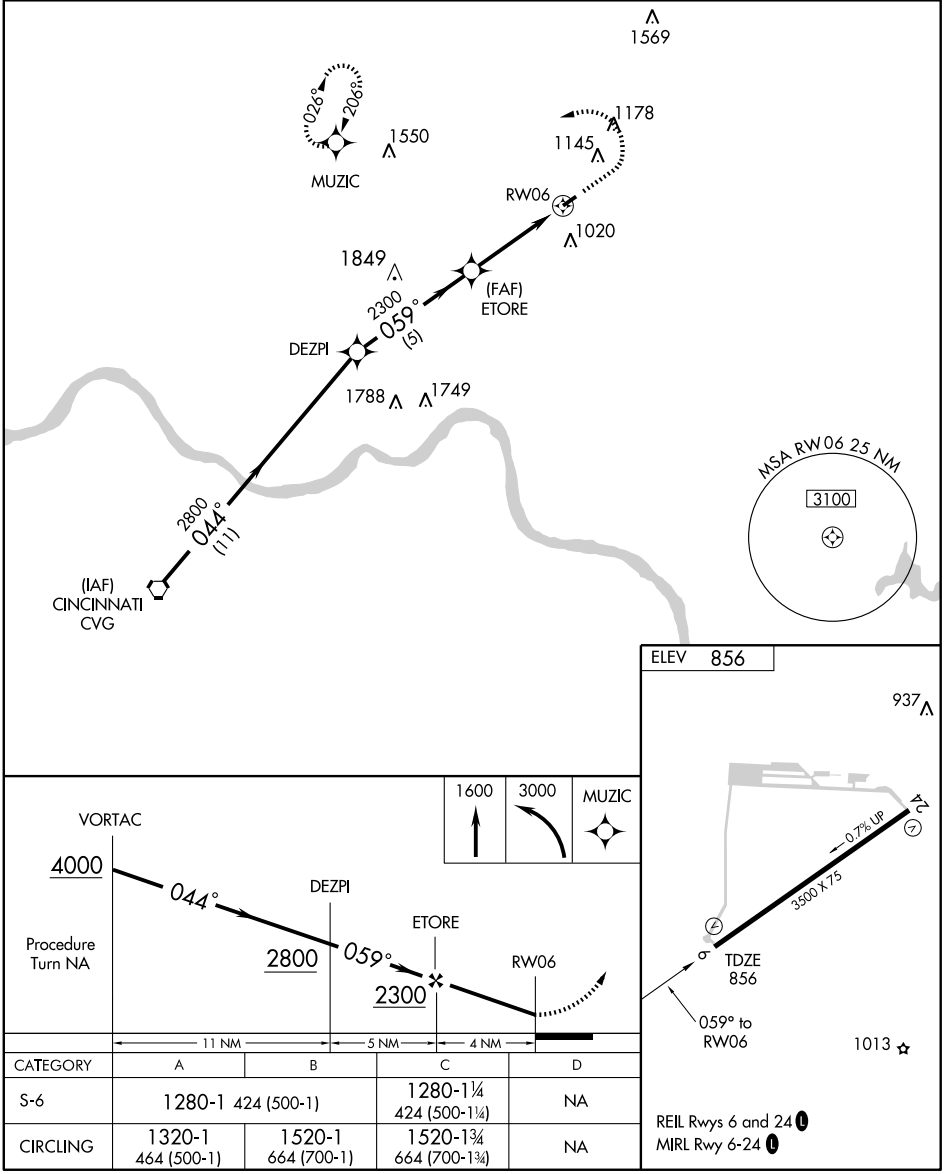
APP CRS	Rwy Idg	3500
059°	TDZE	856
	Apt Elev	856

GPS RWY 6
CINCINNATI-BLUE ASH (ISZ)

NA

MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct MUZIC WP and hold.

AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-6	1280-1 424 (500-1)		1280-1¼ 424 (500-1¼)	NA
CIRCLING	1320-1 464 (500-1)	1520-1 664 (700-1)	1520-1¾ 664 (700-1¾)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

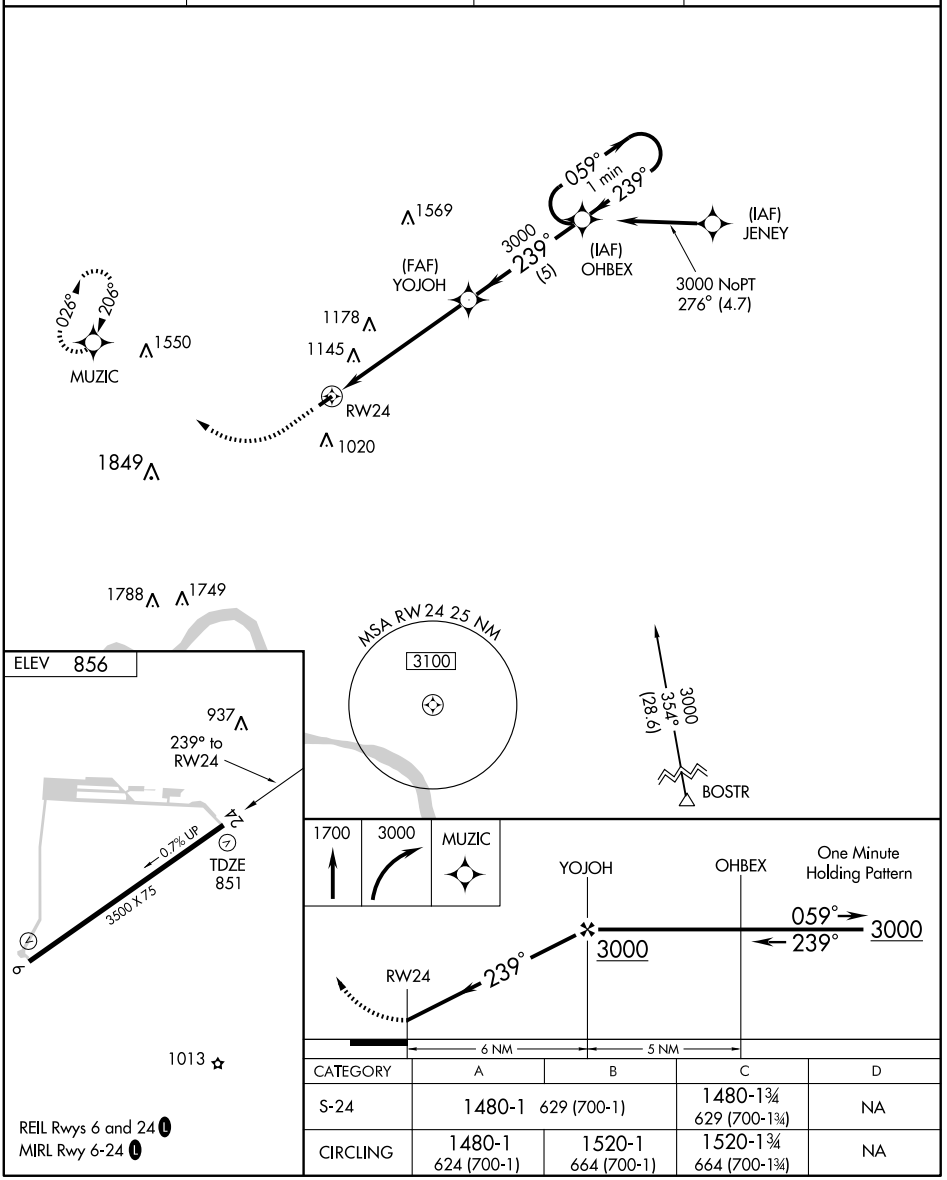
APP CRS	Rwy Idg	3500
239°	TDZE	851
	Apt Elev	856

GPS RWY 24
CINCINNATI-BLUE ASH (ISZ)

NA

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct MUZIC WP and hold.

AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L



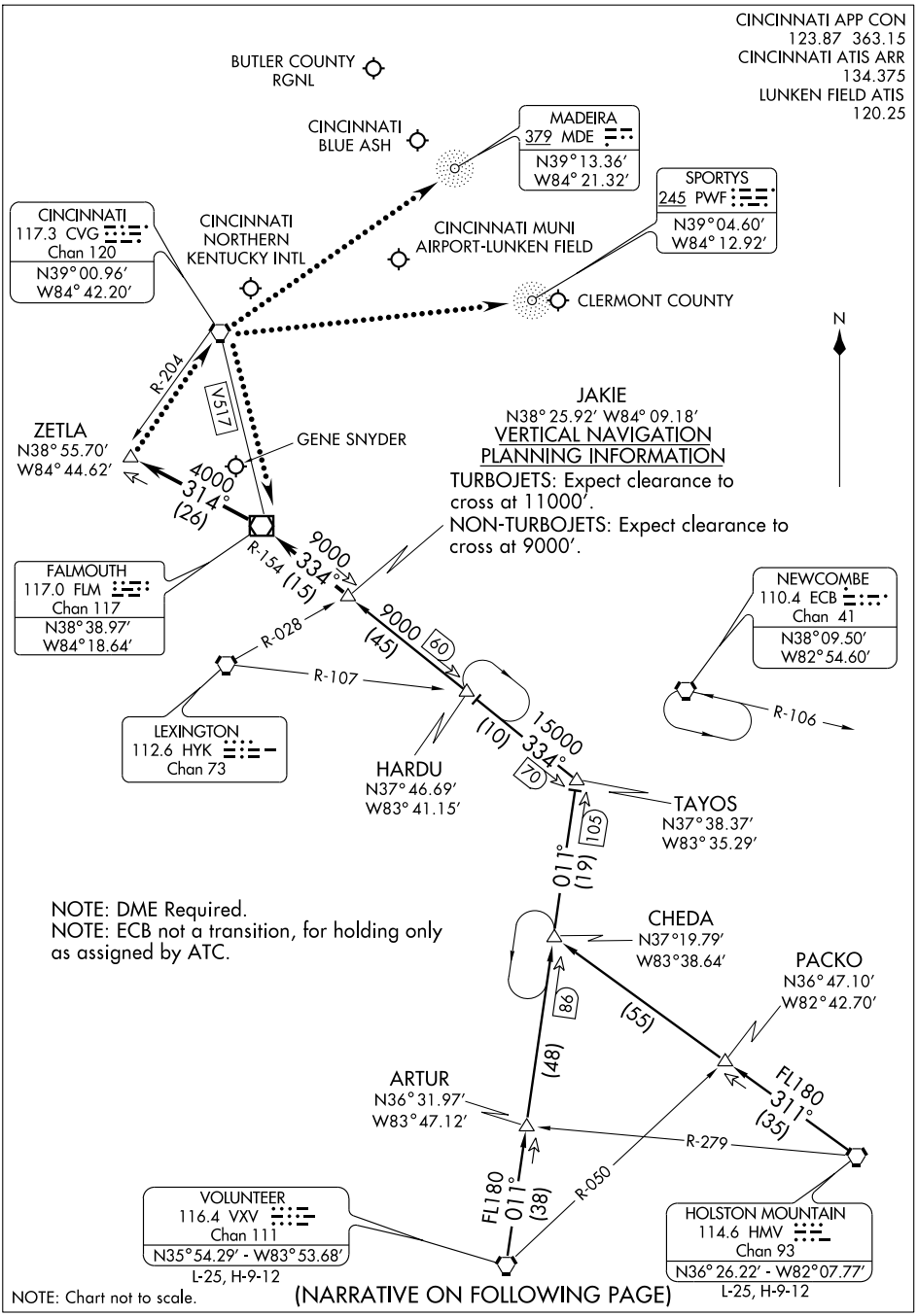
REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-24	1480-1 629 (700-1)		1480-1¾ 629 (700-1¾)	NA
CIRCLING	1480-1 624 (700-1)	1520-1 664 (700-1)	1520-1¾ 664 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

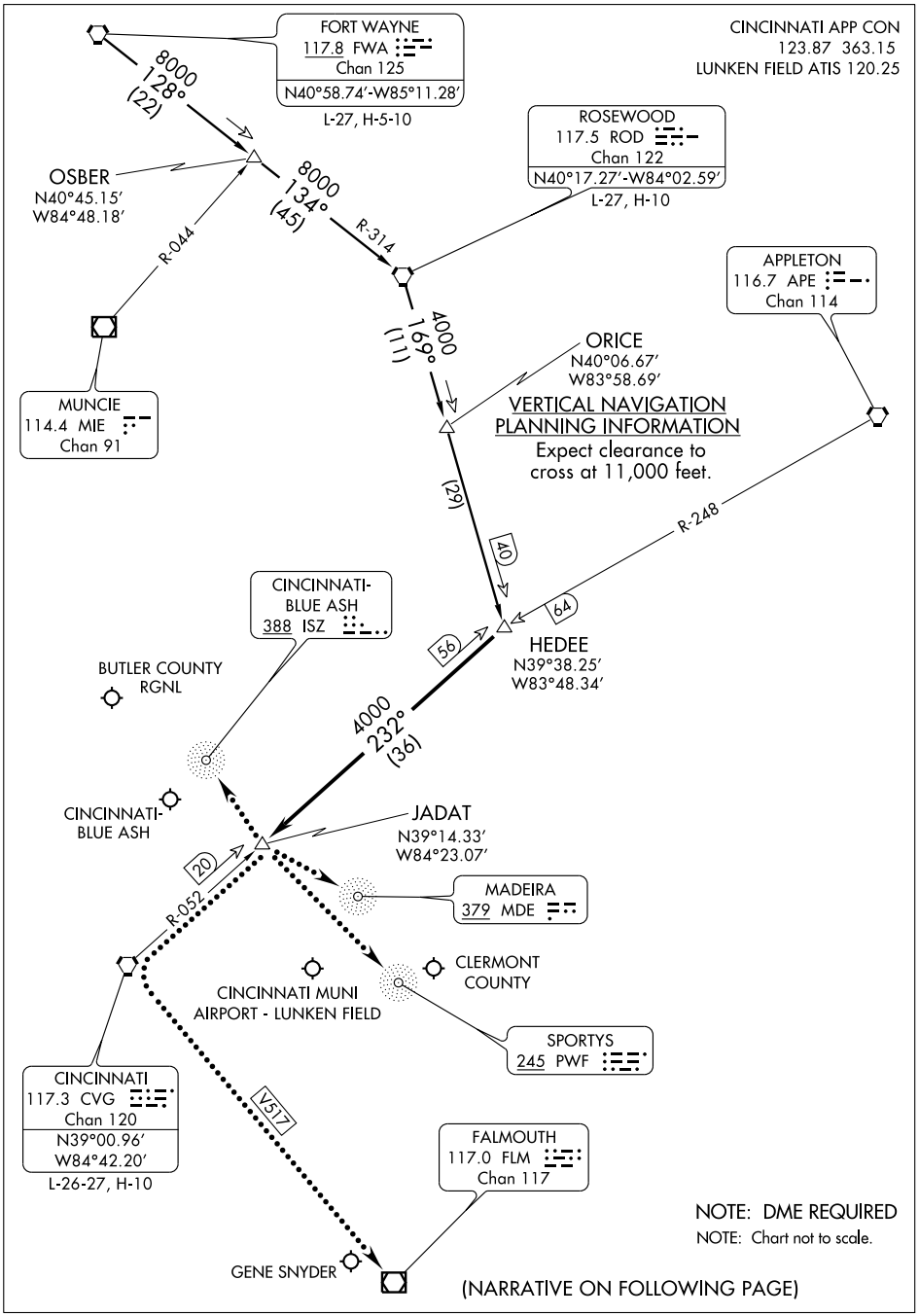
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



HEDEE TWO ARRIVAL

CINCINNATI, OHIO

(HEDEE.HEDEE2) 10098

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

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EC-2, 21 OCT 2010 to 18 NOV 2010

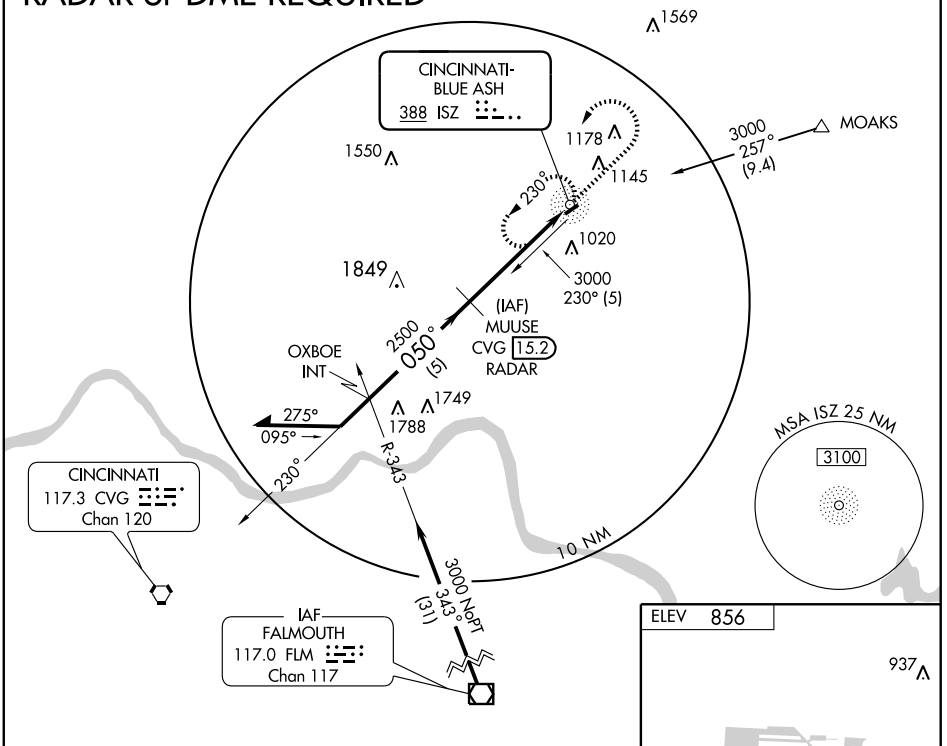
NDB ISZ	APP CRS	Rwy Idg	3500
388	050°	TDZE	856
		Apt Elev	856

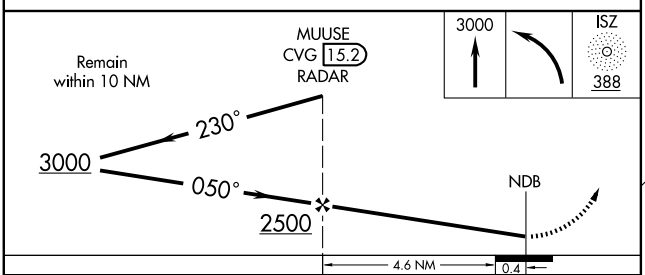
NDB RWY 6
CINCINNATI-BLUE ASH (ISZ)

NA	MISSED APPROACH: Climb to 3000 then left turn direct ISZ NDB and hold.

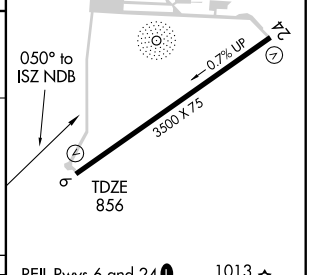
AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L

RADAR or DME REQUIRED





CATEGORY	A	B	C	D
S-6	1320-1 464 (500-1)		1320-1¼ 464 (500-1¼)	NA
CIRCLING	1320-1 464 (500-1)	1520-1 664 (700-1)	1520-1¾ 664 (700-1¾)	NA



Knots	60	90	120	150	180
Min:Sec					

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VORTAC CVG 117.3 Chan 120	APP CRS 231°	Rwy Idg 3500 TDZE 851 Apt Elev 856

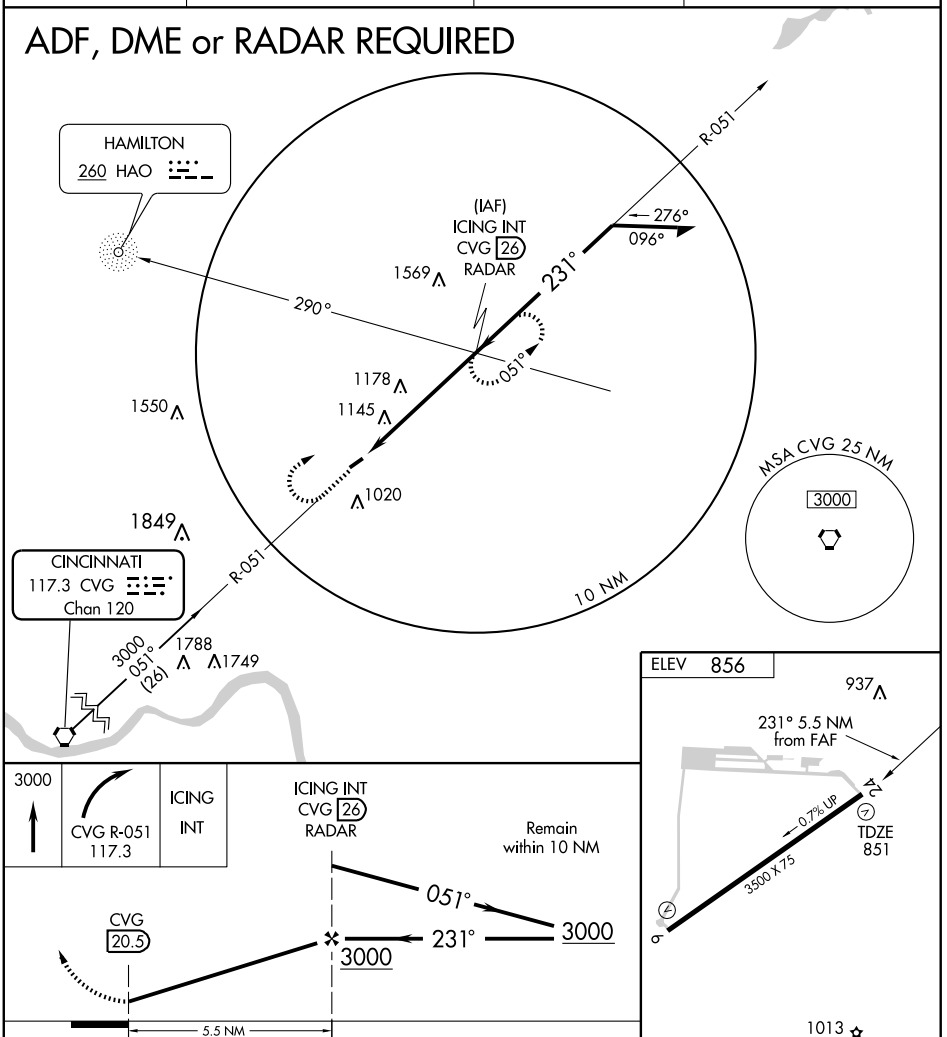
VOR RWY 24

CINCINNATI-BLUE ASH (ISZ)

NA	MISSED APPROACH: Climb to 3000 then right turn via CVG R-051 to ICING Int/26 DME/RADAR and hold.

AWOS-3	CINCINNATI APP CON	CLNC DEL	UNICOM
118.475	121.0 257.725	124.9	123.0 (CTAF) L

ADF, DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-24	1480-1 629 (700-1)	1480-1¼ 629 (700-1¼)	1480-1½ 629 (700-1½)	NA
CIRCLING	1480-1 624 (700-1)	1520-1¼ 664 (700-1¼)	1520-1¾ 664 (700-1¾)	NA

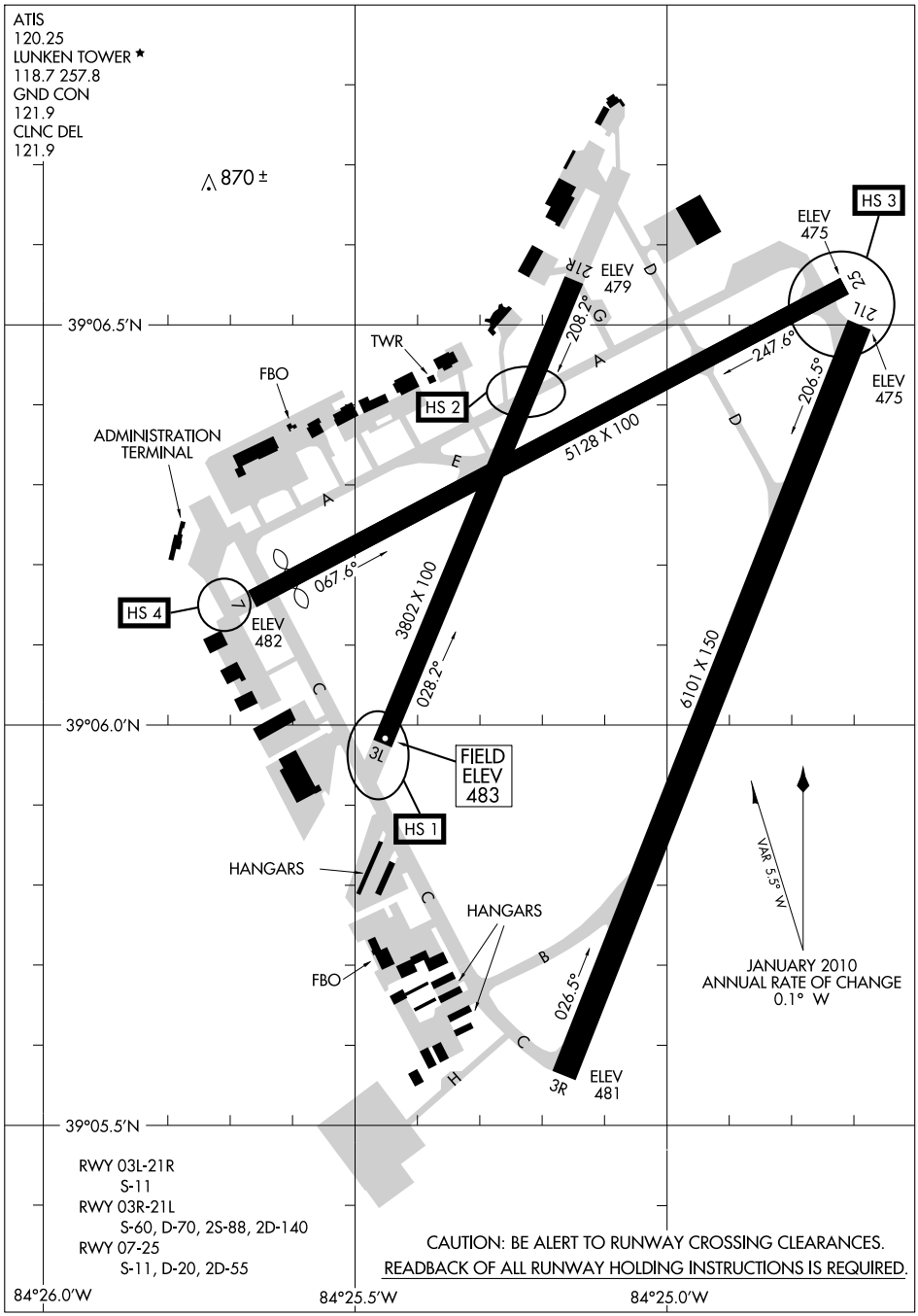
REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

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EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)
AL-83 (FAA)
CINCINNATI, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

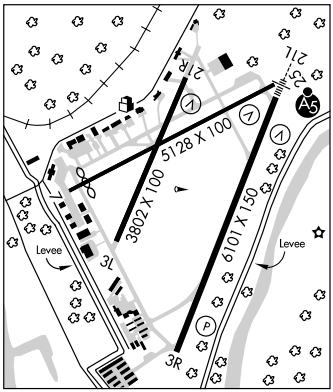
AIRPORT DIAGRAM

CINCINNATI, OHIO
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

10266

CINCINNATI MUNI ARPT LUNKEN FLD (LUK) 3 SE UTC−5(−4DT) **CINCINNATI**
N39°06.20′ W84°25.12′ **H–10G, L–27E**
483 B S4 **FUEL** 100LL, JET A+ OX 1 LRA Class IV, ARFF Index A NOTAM FILE LUK **IAP, AD**

RWY 03R–21L: H6101X150 (ASPH–GRVD) S–60, D–70, 2S–88, 2D–140 HIRL
RWY 03R: REIL. PAPI(P4R). Tree.
RWY 21L: MALSR. VASI(V4L)—GA 3.0° TCH 38′. Trees.
RWY 07–25: H5128X100 (ASPH–GRVD) S–11, D–20, 2D–55 MIRL
RWY 07: Thld dsplcd 439′. Tree.
RWY 25: VASI(V4L)—GA 3.0° TCH 39′. Trees.
RWY 03L–21R: H3802X100 (ASPH) S–11 MIRL
RWY 03L: Trees. **RWY 21R:** VASI(V4L)—GA 4.0 TCH 46′. Tree.



AIRPORT REMARKS: Attended continuously. Fuel JET A+ C513–871–2020. Deer and birds on and invof arpt. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call 513–352–6340. Noise abatement procedures in effect call 513–352–6340. Acft maintenance run–ups restricted between 0200–1200Z‡. Rwy 25 and Rwy 21L apch ends are closely aligned. Rotating bcn located 1.7 NM east of the center of Lunken arpt. Verify correct rwy and compass heading prior to departure. Rwys 03L–21R and 07–25 and Twy D not avbl for acft with more than 30 passenger seats. When twr clsd HIRL Rwy 03R–21L preset on med ints; to increase ints and ACTIVATE MALSR Rwy 21L—CTAF. MIRL Rwy 03L–21R and Rwy 07–25 unavbl. Ldg fee. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (513) 321–6291.
COMMUNICATIONS: CTAF 118.7 **ATIS** 120.25 **UNICOM** 122.95
RCO 122.4 (DAYTON RADIO).
Ⓡ **APP/DEP CON** 121.0
LUNKEN TOWER 118.7 133.925 (1200–0400Z‡) **CLNC DEL** 124.9 (use when twr closed)
GND CON/CLNC DEL 121.9
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 072° 14.3 NM to fld. 879/04W.
NDB (MHW) 335 LUK N39°09.58′ W84°20.48′ 231° 4.9 NM to fld. NOTAM FILE LUK. Unmonitored when twr clsd.
MADEIRA NDB (MHW) 379 MDE N39°13.37′ W84°21.32′ 206° 7.7 NM to fld. NOTAM FILE LUK. Unmonitored when twr clsd.
ILS/DME 110.9 I–LUK Chan 46 Rwy 21L. Class IA. LOC BC unusable byd 10 NM and 15° left and right of course. DME unusable byd 5° left and right of BC. DME unusable byd 25° left and right of course.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

CINCINNATI/NORTHERN KENTUCKY INTL (See COVINGTON, KY)

CINCINNATI WEST (See HARRISON)

CIRCLEVILLE N39°31.39′ W82°58.78′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 366 CYO at Pickaway Co Meml. Unmonitored. SHUTDOWN. **L–29A**

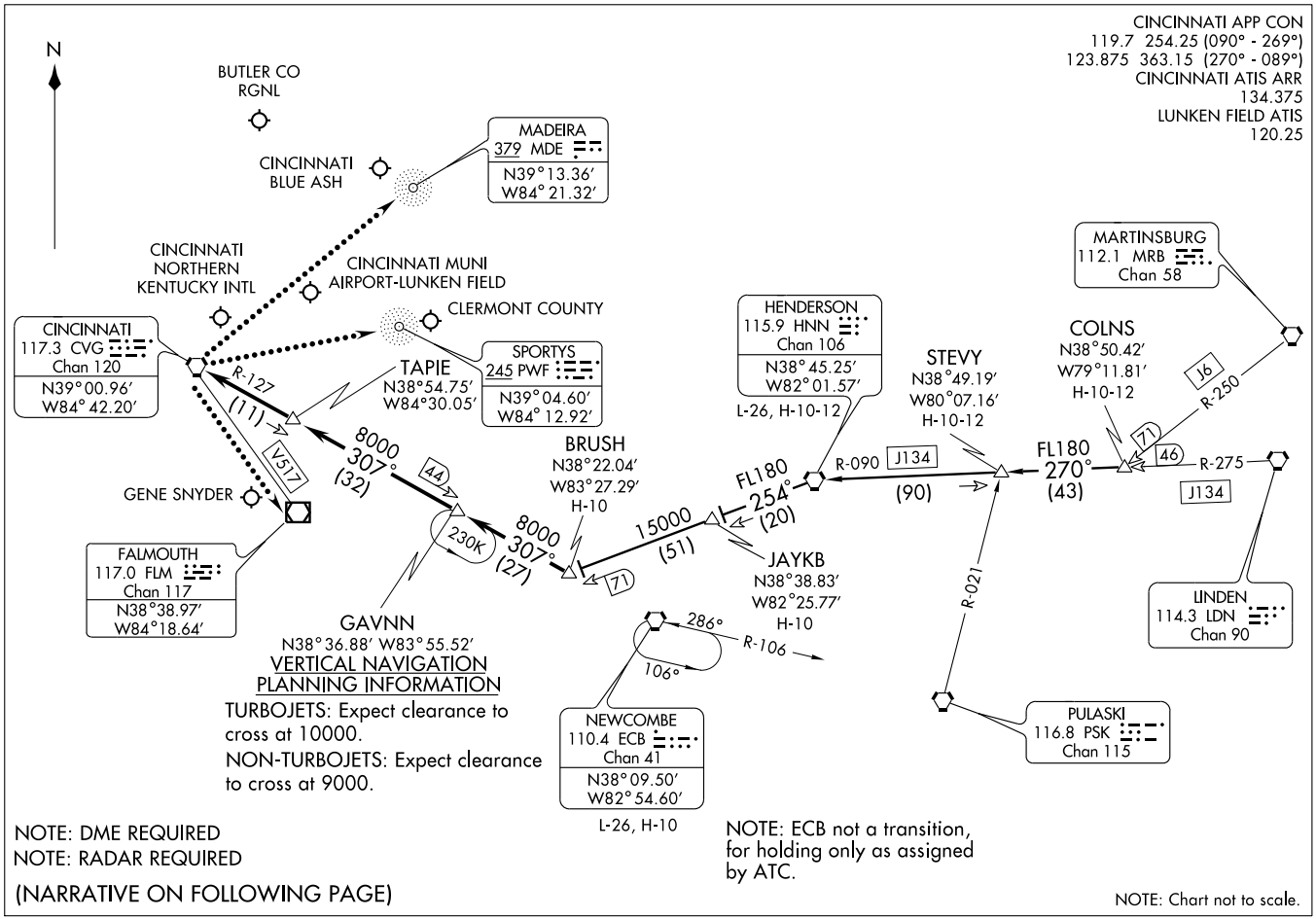
CIRCLEVILLE

CLARKS DREAM STRIP (Ø3I) 4 NW UTC−5(−4DT) N39°38.62′ W83°01.05′ **CINCINNATI**
680 NOTAM FILE DAY
RWY 13–31: 2375X90 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended dawn–dusk. Parachute jumping. Repairs—part time weekends.
COMMUNICATIONS: CTAF 122.9

BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO



BRUSH ONE ARRIVAL
(BRUSH.BRUSH1) 10098
CINCINNATI, OHIO

ST-655 (FAA)

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

ST-655 (FAA)

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN ATIS
120.25

ROSEWOOD
117.5 ROD
Chan 122

APPLETON
116.7 APE
Chan 114
N40°09.06′
W82°35.30′
L-29, H-10

FL180
272°
(51)

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

FL180
248°
(23)

BOWRR
N39°57.97′
W83°01.94′

10000
248°
(32)

55

ORLEE
N39°42.67′
W83°38.04′

64
10000
(9)

HEDEE
N39°38.25′
W83°48.34′

70
10000
248°
(6)

51
8000
231°
(9)

JARSO
N39°35.50′
W83°54.70′

42
8000
(9)

230K

N

TIGRR
N39°29.40′ - W84°03.18′
VERTICAL PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000′.
NON-TURBOJETS: Expect clearance to cross at 9000′.
All aircraft landing LUK expect clearance to cross at 8000′.

R-169

CHARZ
N39°23.57′ - W84°11.25′
VERTICAL PLANNING INFORMATION
All aircraft landing LUK expect clearance to cross at 4000′ or 6000′.

NOTE: APE TRANSITION - Only for use by overseas flights, or, aircraft from Cleveland/ Akron-Canton/ Pittsburgh terminal areas with filed altitudes at or below FL220.

NOTE: DME REQUIRED

NOTE: Chart not to scale.

BUTLER COUNTY REGIONAL

CINCINNATI BLUE ASH

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

8000
(33)
231°

MADEIRA
379 MDE
N39°13.36′
W84°21.32′

SPORTYS
245 PWF
N39°04.60′
W84°12.92′

CINCINNATI MUNI AIRPORT-LUNKEN FIELD

R-051

CLERMONT COUNTY

FALMOUTH
117.0 FLM
Chan 117
N38°38.97′
W84°18.64′

CINCINNATI/NORTHERN KENTUCKY INTL

V517

GENE SNYDER

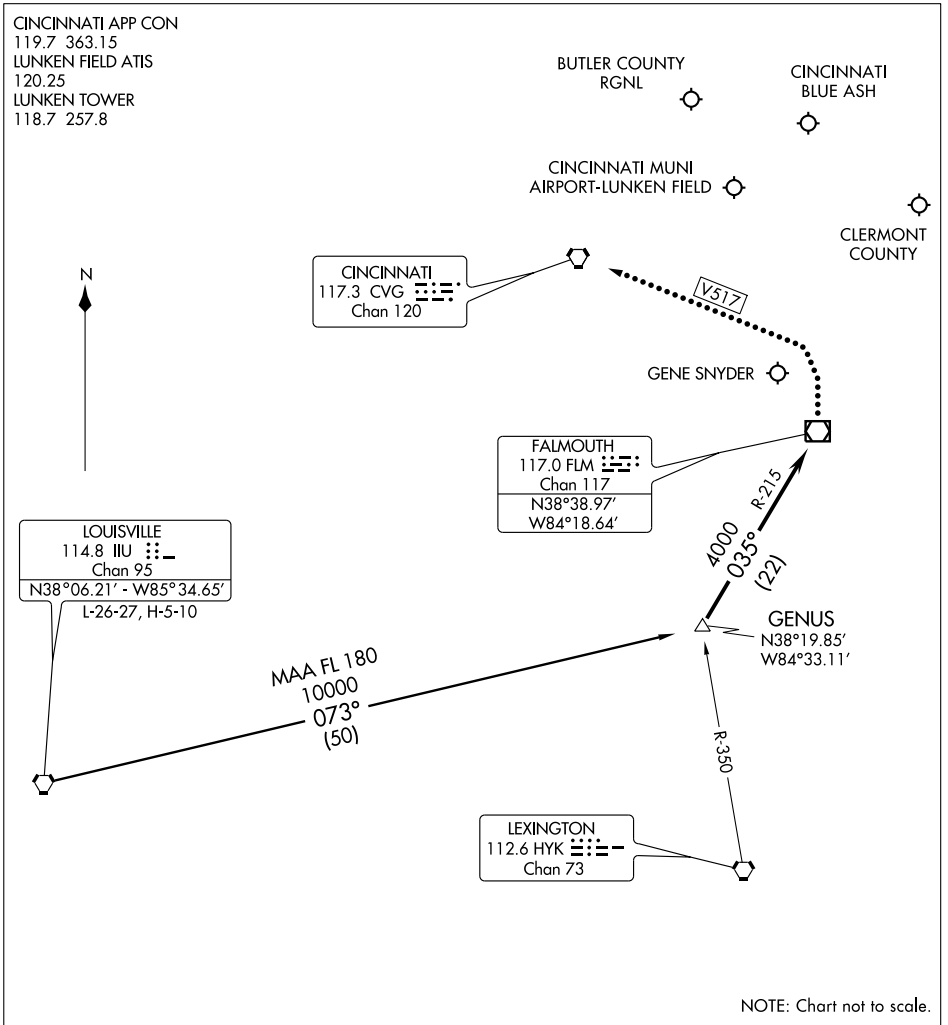
APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

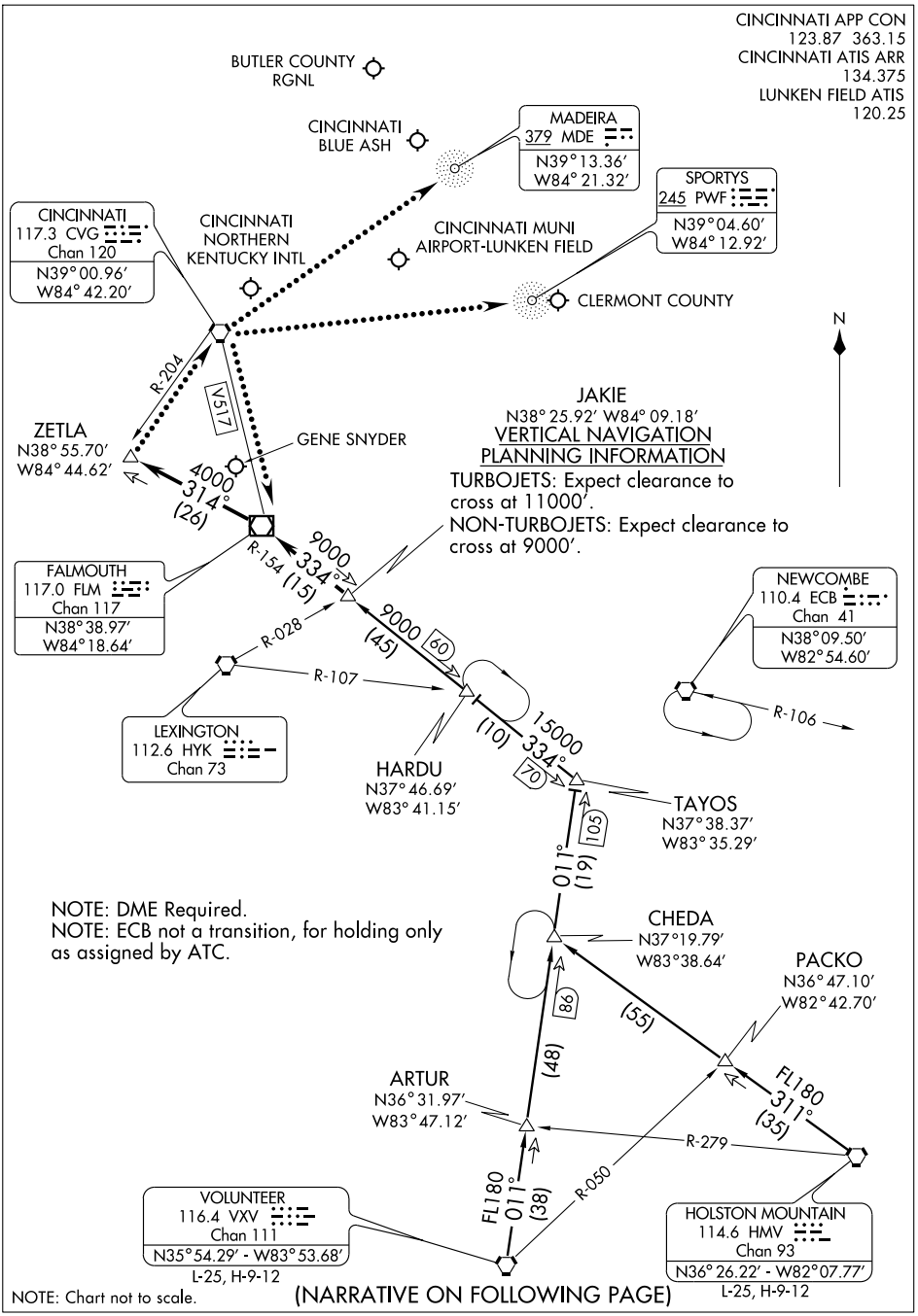
. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

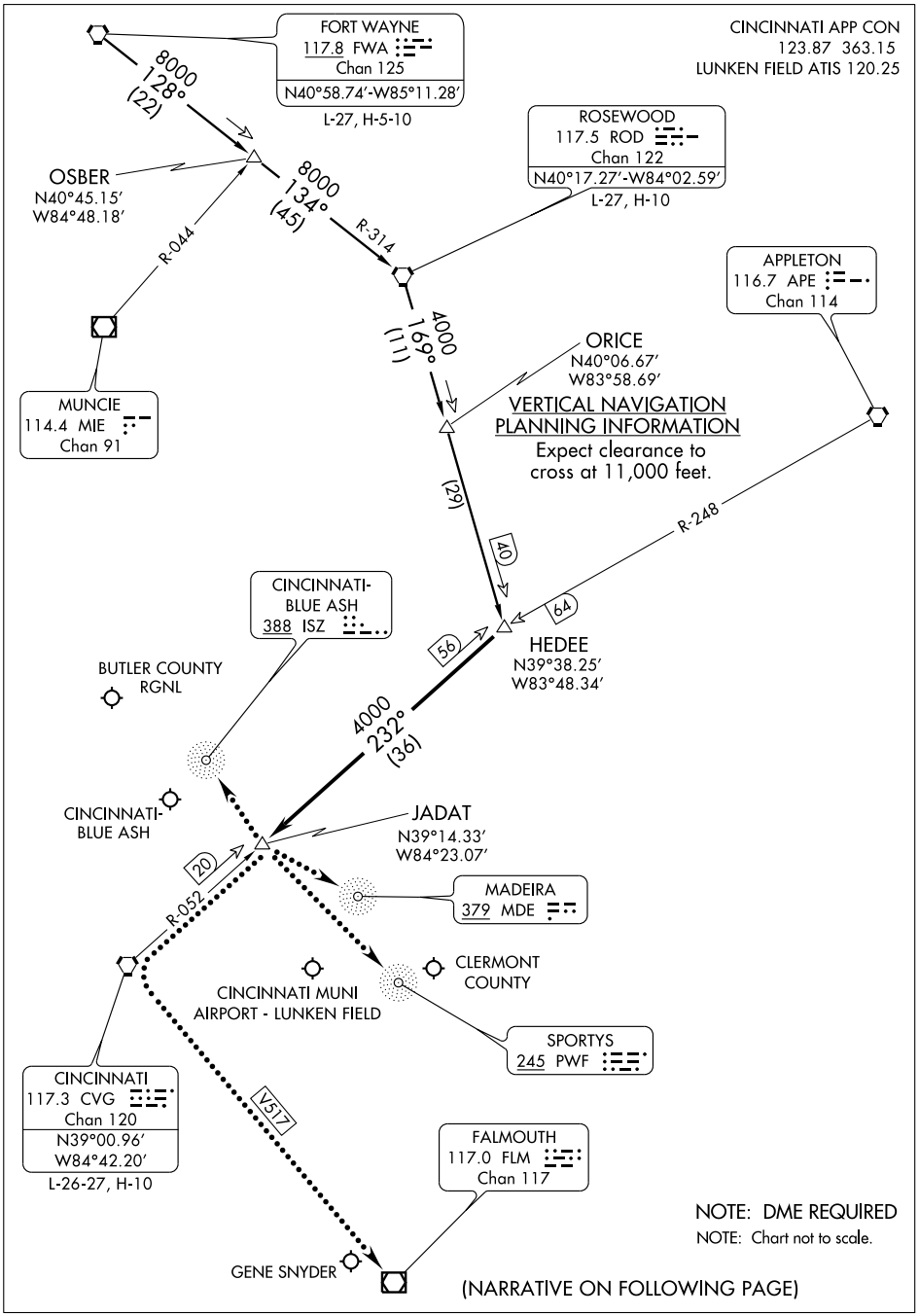
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

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HEDEE TWO ARRIVAL

CINCINNATI, OHIO



HEDEE TWO ARRIVAL

CINCINNATI, OHIO

(HEDEE.HEDEE2) 10098

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC/DME I-LUK	APP CRS	Rwy Idg	6101
110.9	205°	TDZE	475
Chan 46		Apt Elev	483

ILS or LOC RWY 21L

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet. For KEELY OM Minimums: increase S-LOC-21L Cats. C and D, Circling Cats. A, B and D visibility ¼ mile, Circling Cat. C visibility ½ mile. Inoperative table does not apply to S-LOC-21L Cat. A. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. For inoperative MALSR, increase S-LOC-21L Cat. B visibility ¼ mile. For KEELY OM Minimums: Increase S-LOC-21L Cats. A and B visibility ¼ mile. When using Cincinnati/Northern Kentucky Intl altimeter setting: Increase S-ILS-21L all Cats. visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 via heading 140° and CVG VORTAC R-109 to CALIF INT/CVG 19 DME and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) L 257.8	121.9	121.9	122.95

ADF REQUIRED

025° 250° 070° 205° 3000 244° (8.6) MOAKS

MSA MDE 25 NM 3000

IAF MADEIRA 379 MDE I-LUK 8.5

KEELY OM I-LUK 4.6

10 NM

LOCALIZER 110.9 I-LUK Chan 46

FALMOUTH FLM 117.0 Chan 117

ALTERNATE MISSED APCH FIX

FALMOUTH FLM 117.0 Chan 117

R-324 144° 324°

MISSED APCH FIX

117.3 CVG Chan 120 109° 289° R-109

CALIF CVG 19 R-004 117.0 FLM Chan 117

1550 1849 1286± 1087 1050 1082± 1041 919 900 950 880 676± 1788 1715 1749 797 1062 675± 1020 870 1373 1147 1050± 1046 1009 1170 523 965 1044 1092 990 1060 3000 001° (34.4) 1320 1151 985 1158 1185 1120

ELEV 483

205° 7.3 NM from FAF

522 555 870 621± 551 576 559 578 TWR 553 TDZE 475

2R 21R 3L 21L 3R

5128 X 100 3802 X 100 6101 X 150

REIL Rwy 3R HIRL Rwy 3R-21L L MIRL Rwy 3L-21R and 7-25

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

2000	2600	CVG R-109 117.3	CALIF
	140°		

NDB I-LUK 8.5

Remain within 10 NM

* LOC only.

KEELY OM I-LUK 4.6 I-LUK 2.9 I-LUK 1.2 2902 1607 1600* 025° 205° 3000 3000

GS 3.00° TCH 39

1.7 1.7 3.9 NM

CATEGORY	A	B	C	D
S-ILS 21L	750/40 275 (300-¾)			
S-LOC 21L	1600/60 1125 (1200-1¼)		1600-2½ 1125 (1200-2½)	
CIRCLING	1600-1¼ 1117 (1200-1¼)	1600-1½ 1117 (1200-1½)	1600-3 1117 (1200-3)	
KEELY OM MINIMUMS				
S-LOC 21L	1040/40 565 (600-¾)		1040/50 565 (600-1)	1040/60 565 (600-1¼)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LUK	APP CRS	Rwy Idg	6101
110.9	025°	TDZE	482
Chan 46		Apt Elev	483

LOC BC RWY 3R

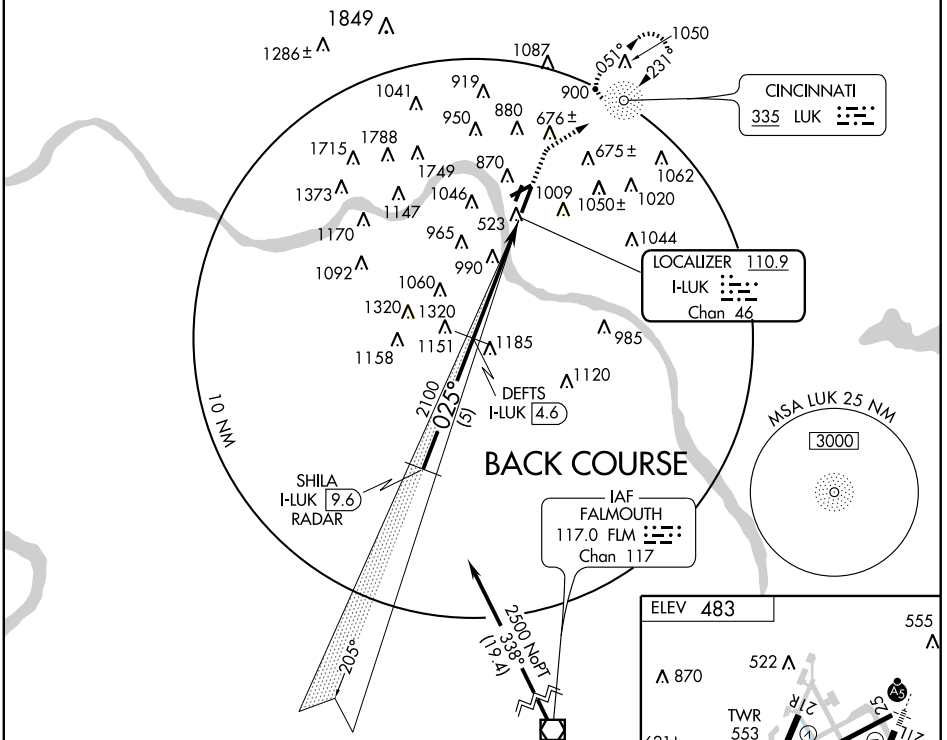
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

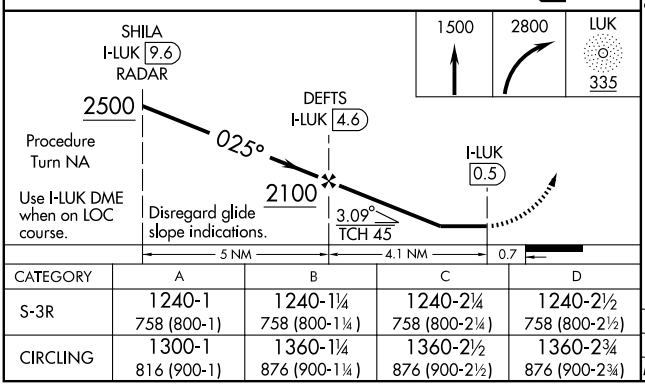
LOC back course unusable beyond 10 NM.
LOC back course unusable 15 degrees left and right of course within 10 NM of threshold.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct LUK NDB and hold.

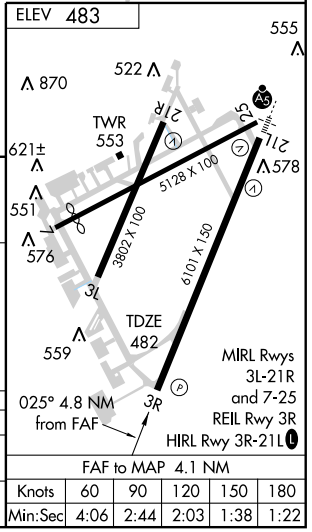
ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) L 257.8	121.9	121.9	122.95

DME or RADAR and ADF REQUIRED





CATEGORY	A	B	C	D
S-3R	1240-1 758 (800-1)	1240-1¼ 758 (800-1¼)	1240-2¼ 758 (800-2¼)	1240-2½ 758 (800-2½)
CIRCLING	1300-1 816 (900-1)	1360-1¼ 876 (900-1¼)	1360-2½ 876 (900-2½)	1360-2¾ 876 (900-2¾)



FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB MDE	APP CRS	Rwy Idg	6101
379	205°	TDZE	475
		Apt Elev	483

NDB RWY 21L

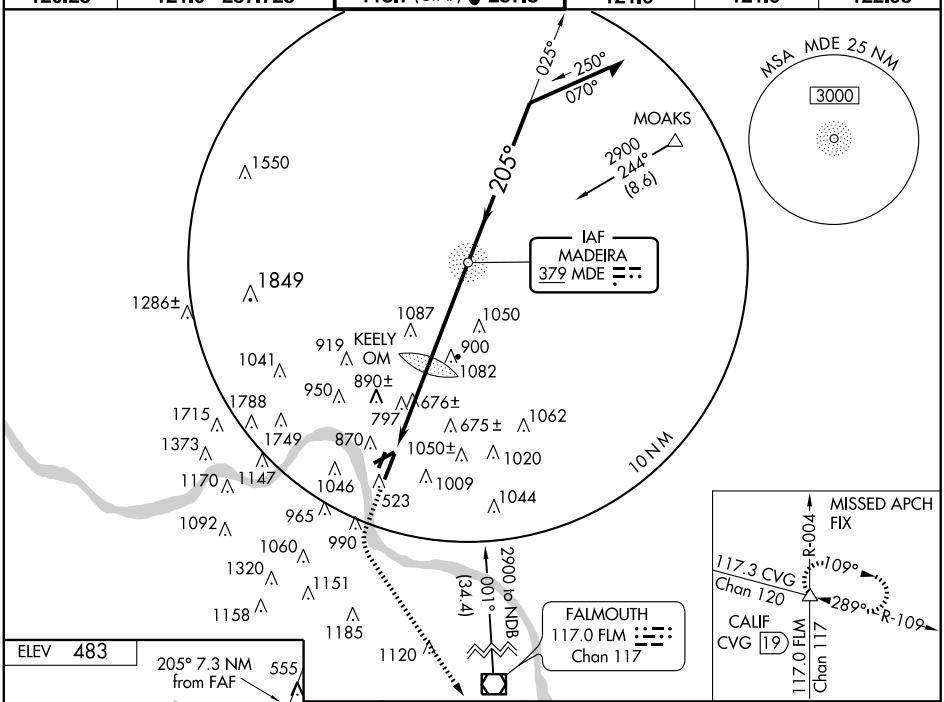
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

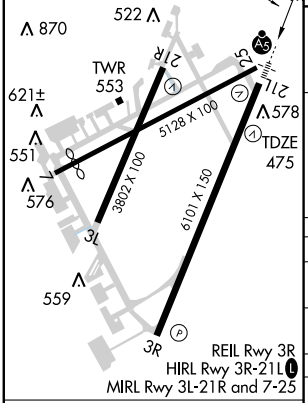
T Inoperative table does not apply to S-21L Cat A. KEELY OM Minimums: For inoperative MALSR increase S-21L Cat B visibility to RVR 6000. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 100 feet, increase KEELY OM Minimums S-21L Cats C and D, circling Cats A, B & D visibility ¼ mile, and increase circling Cat C visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 via heading 205° then climbing left turn to 2600 via heading 150° and via CVG VORTAC R-109 to CALIF INT and hold.

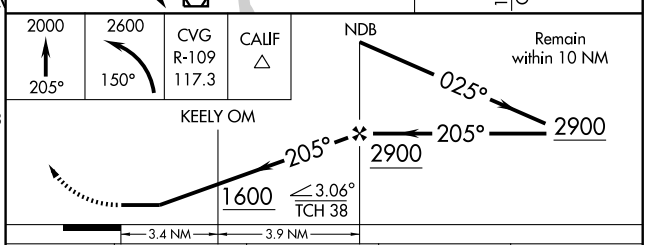
ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) L 257.8	121.9	121.9	122.95





FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min: Sec	7:18	4:52	3:39	2:55	2:26



CATEGORY	A	B	C	D
S-21L	1600/60 1125 (1200-1¼)		1600-2½ 1125 (1200-2½)	1600-2¾ 1125 (1200-2¾)
CIRCLING	1600-1¼ 1117 (1200-1¼)	1600-1½ 1117 (1200-1½)	1600-3 1117 (1200-3)	
KEELY OM MINIMUMS				
S-21L	1240/40 765 (800-¾)		1240-1¾ 765 (800-1¾)	1240-2¼ 765 (800-2¼)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB LUK	APP CRS	Rwy Idg	5128
335	232°	TDZE	478
		Apt Elev	483

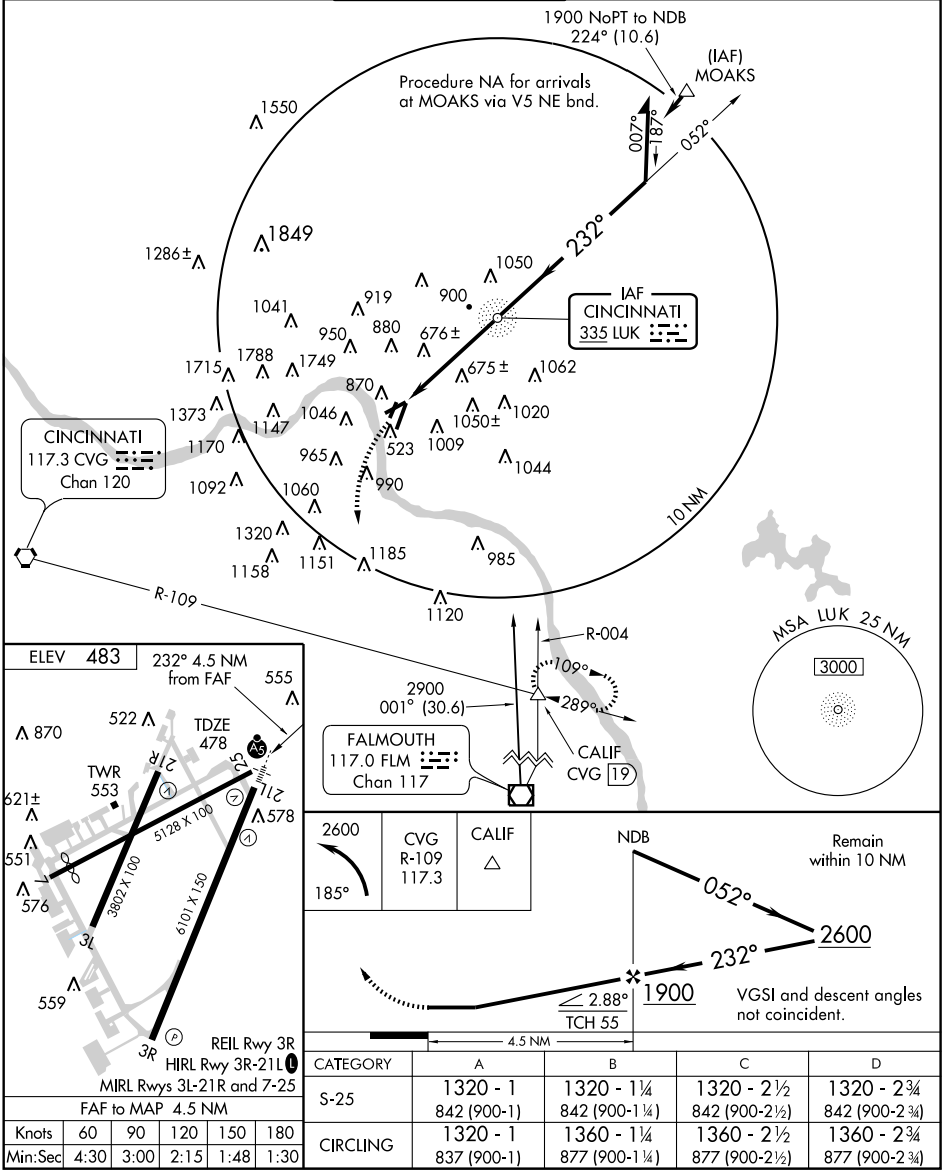
NDB RWY 25

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

If local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2600 via heading 185° and CVG VORTAC R-109 to CALIF Int and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) 257.8	121.9	121.9	122.95



FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-25	1320 - 1 842 (900-1)	1320 - 1¼ 842 (900-1¼)	1320 - 2½ 842 (900-2½)	1320 - 2¾ 842 (900-2¾)
CIRCLING	1320 - 1 837 (900-1)	1360 - 1¼ 877 (900-1¼)	1360 - 2½ 877 (900-2½)	1360 - 2¾ 877 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6101
CH 42511	205°	TDZE	475
W21A		Apt Elev	483

RNAV (GPS) RWY 21L

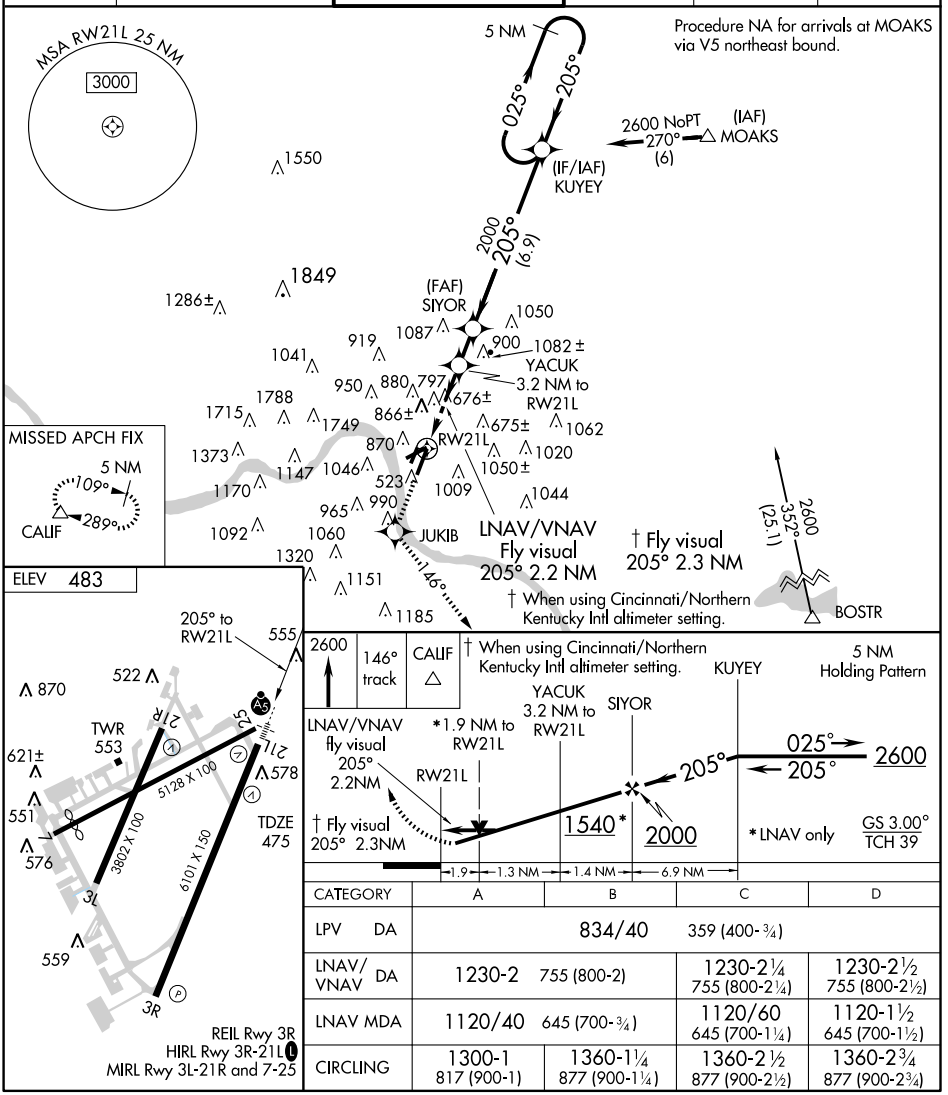
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet, all MDA 100 feet, and increase LPV all Cats, LNAV/VNAV Cats C and D, LNAV Cat B, and Circling Cats B & D visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. For inoperative MALSR, increase LPV all Cats visibility ½ mile. Inoperative table does not apply to LNAV/VNAV.

MALSR

MISSED APPROACH: Climb to 2600 direct JUKIB and via 146° track to CALIF and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) 257.8	121.9	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	834/40		359 (400-¾)	
LNAV/VNAV DA	1230-2 *755 (800-2)*		1230-2¼ *755 (800-2¼)*	1230-2½ *755 (800-2½)*
LNAV MDA	1120/40	645 (700-¾)	1120/60 645 (700-1¼)	1120-1½ 645 (700-1½)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5128
CH 86701	246°	TDZE	478
W25A		Apt Elev	483

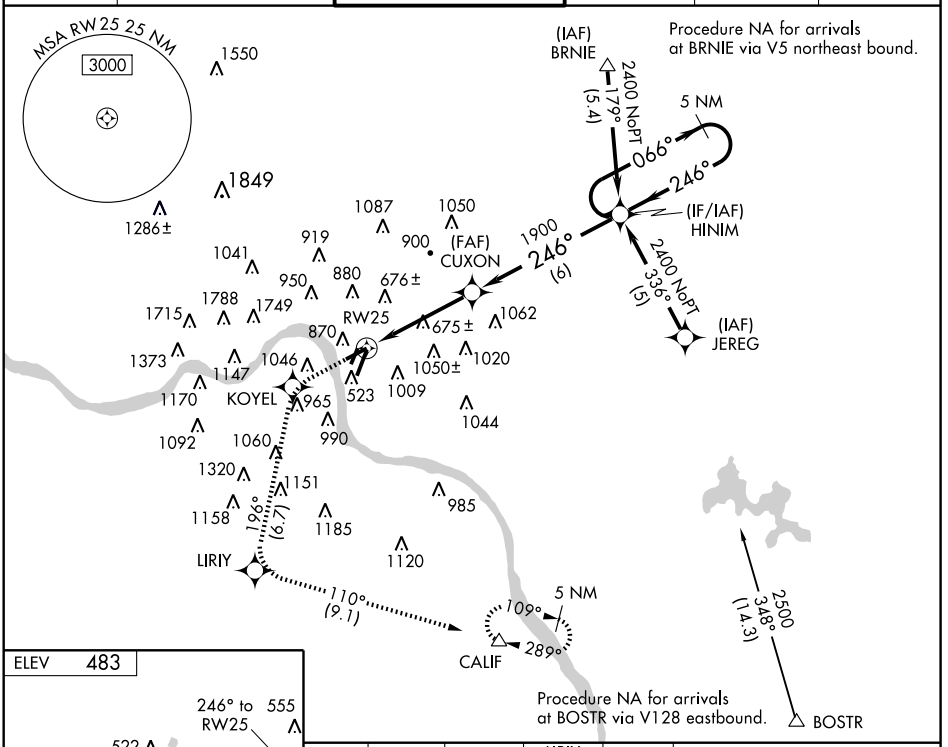
RNAV (GPS) RWY 25

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DAs/MDAs 100 feet. Visibility reduction by helicopter NA.

MISSED APPROACH: Climb to 2600 direct KOYEL and left turn via 196° track to LIRIY, and via 110° track to CALIF and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	121.0 257.725	118.7 (CTAF) L 257.8	121.9	121.9	122.95



CATEGORY	A	B	C	D
LPV DA	875-1½ 397 (400-1½)			
LNAV/VNAV DA	NA			
LNAV MDA	1160-1 682 (700-1)		1160-2 682 (700-2)	1160-2¼ 682 (700-2¼)
CIRCLING	1300-1 817 (900-1)	1360-1¼ 877 (900-1¼)	1360-2½ 877 (900-2½)	1360-2¾ 877 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ROCKT FIVE DEPARTURE (RNAV)

(ROCKT5.ROCKT) 10154

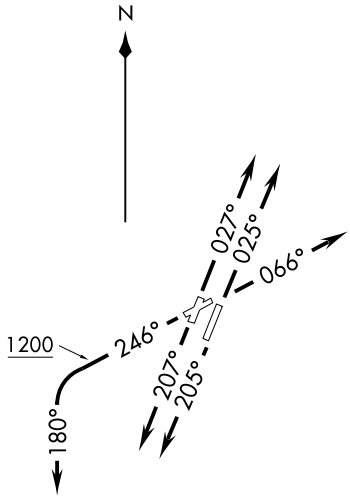
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

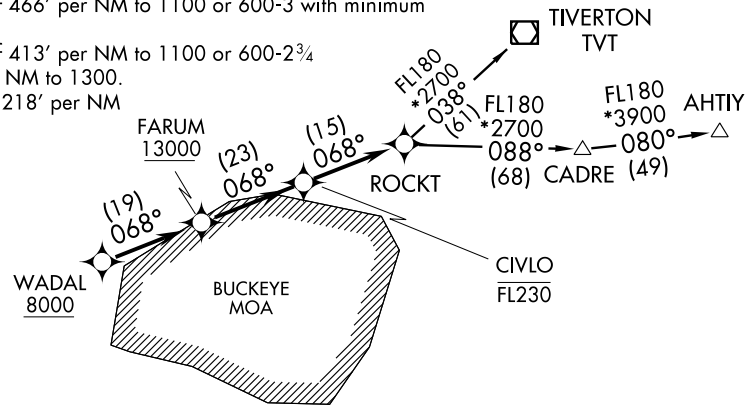
CINCINNATI, OHIO

ATIS 120.25
LUNKEN TOWER★
118.7 (CTAF) 257.8
LUNKEN GND CON
121.9
LUNKEN CLNC DEL
121.9
CINCINNATI DEP CON
121.0 257.725

TAKE-OFF MINIMUMS:

Rwy 3L: Standard with minimum climb of 392′ per NM to 1000 or 400-2 with minimum climb of 213′ per NM to 1400.
Rwy 3R: Standard with minimum climb of 355′ per NM to 1000 or 400-2 with minimum climb of 231′ per NM to 1400.
Rwy 7: Standard with minimum climb of 424′ per NM to 1000 or 400-1¾ with minimum climb of 205′ per NM to 1300.
Rwy 21R: Standard with minimum climb of 466′ per NM to 1100 or 600-3 with minimum climb of 223′ per NM to 1300.
Rwy 21L: Standard with minimum climb of 413′ per NM to 1100 or 600-2¾ with minimum climb of 228′ per NM to 1300.
Rwy 25: 600-2¾ with minimum climb of 218′ per NM to 1300.





NOTE: Departure procedure limited to aircraft with the following destination airports and departure times:
Anytime - ABE, AGC, ALB, AVP, BDL, BKL, BOS, BWI, CAK, CGF, CLE, LNN, LPR, MDT, MHT, PHL, PIT, PNE, PVD, PWM, SWF, TTN, UNV, and overseas flights. LGA, between 1000-1800 UTC.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR REQUIRED.

NOTE: RNAV 1.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: TIVERTON TRANSITION (ROCKT5.TVT) limited to aircraft landing BKL, CAK, CLE, CGF, LNN and LPR.

NOTE: For Non-GPS equipped aircraft: APE, CVG, FLM, and SGH DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ROCKT FIVE DEPARTURE (RNAV)
(ROCKT5.ROCKT) 10154
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)
CINCINNATI, OHIO

SL-83 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3L: Climb heading 027°, expect vectors to WADAL, thence . . . .

TAKE-OFF RUNWAY 3R: Climb heading 025°, expect vectors to WADAL, thence . . . .

TAKE-OFF RUNWAY 7: Climb heading 066°, expect vectors to WADAL, thence . . . .

TAKE-OFF RUNWAY 21R: Climb heading 207°, expect vectors to WADAL, thence . . . .

TAKE-OFF RUNWAY 21L: Climb heading 205°, expect vectors to WADAL, thence . . . .

TAKE-OFF RUNWAY 25: Climb heading 246° to 1200, then climbing left turn heading 180°, expect vectors to WADAL, thence . . . .

. . . . via depicted route to ROCKT. Maintain 2500. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT5.AHTIY) :

TIVERTON TRANSITION (ROCKT5.TVT) :

TAKEOFF OBSTACLE NOTES:

Rwy 3L: Bldg and Hangars beginning 305′ from DER, 259′ left of centerline, up to 41′ AGL/521′ MSL.
Trees beginning 957′ from DER, 144′ right of centerline, up to 77′ AGL/556′ MSL.
Trees 1.2 NM from DER, 2270′ left of centerline, up to 97′ AGL/866′ MSL.
Pole 1.6 NM from DER, 320′ left of centerline, 68′ AGL/797′ MSL.

Rwy 3R: Trees beginning 1426′ from DER, 196′ left of centerline, up to 68′ AGL/557′ MSL.
Trees beginning 840′ from DER, 130′ right of centerline, up to 83′ AGL/572′ MSL.
Trees 1.3 NM from DER, 2393′ left of centerline, up to 97′ AGL/856′ MSL.
Pole 1.5 NM from DER, 2062′ left of centerline, 68′ AGL/797′ MSL.

Rwy 7: Trees beginning 447′ from DER, 68′ left of centerline, up to 87′ AGL/576′ MSL.
Trees beginning 664′ from DER, 45′ right of centerline, up to 88′ AGL/575′ MSL.
Trees 4515′ from DER, 1519′ right of centerline, up to 81′ AGL/720′ MSL.
Trees 1.3 NM from DER, 2088′ right of centerline, up to 85′ AGL/824′ MSL.

Rwy 21R: Trees beginning 1444′ from DER, 203′ left of centerline, up to 66′ AGL/555′ MSL.
Trees beginning 1073′ from DER, 25′ right of centerline, up to 79′ AGL/568′ MSL.
Trees 1.1 NM from DER, 2262′ right of centerline, up to 86′ AGL/895′ MSL.
Tower 2.3 NM from DER, 527′ left of centerline, 168′ AGL/990′ MSL.
Trees 2.4 NM from DER, 1847′ left of centerline, up to 71′ AGL/890′ MSL.

Rwy 21L: Trees beginning 122′ from DER, 63′ left of centerline, up to 118′ AGL/597′ MSL.
Trees beginning 15′ from DER, 248′ right of centerline, up to 82′ AGL/571′ MSL.
Trees 4581′ from DER, 1503′ left of centerline, up to 144′ AGL/723′ MSL.
Tower 2.0 NM from DER, 2027′ right of centerline, 168′ AGL/990′ MSL.
Pole 2.2 NM from DER, 281′ right of centerline, 78′ AGL/841′ MSL.

Rwy 25: Sign, Pole, Hangars, and Trees beginning 177′ from DER, 13′ left of centerline, up to 86′ AGL/575′ MSL.
Road, Bldg, Poles, and Trees beginning 185′ from DER, 5′ right of centerline, up to 73′ AGL/562′ MSL.
Tank 1.4 NM from DER, 1755′ right of centerline, 210′ AGL/1046′ MSL.
Tower 2.6 NM from DER, 2052′ left of centerline, 158′ AGL/885′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

PICKAWAY CO MEML (CYO) 5 S UTC−5(−4DT) N39°30.96′ W82°58.93′ **CINCINNATI**
684 B S2 **FUEL** 100LL, JET A ARFF Index Ltd. NOTAM FILE DAY **L–29A**
RWY 01–19: H4351X75 (ASPH) S–30, D–40 MIRL 0.5% up N **IAP**
RWY 01: Trees. **RWY 19:** REIL. PAPI (P4R)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–0100Z‡, Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 01–19, PAPI Rwy 19 and REIL Rwy 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 132.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 212° 42.2 NM to fld. 1350/6W. HIWAS.
YELLOW BUD (T) VOR 112.5 XUB N39°31.61′ W82°58.68′ at fld.
CIRCLEVILLE NDB (MHW) 366 CYO N39°31.39′ W82°58.78′ at fld. Unmonitored. SHUTDOWN.

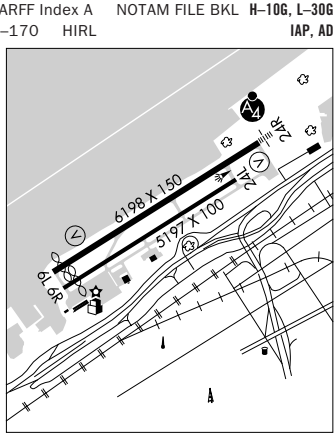
CLARK CO N39°52.42′ W83°46.77′ NOTAM FILE SGH. **CINCINNATI**
NDB (MHW) 341 CCJ 238° 3.4 NM to Springfield–Beckley Muni. Unmonitored. **L–27E**

CLARKS DREAM STRIP (See CIRCLEVILLE)

CLERMONT CO (See BATAVIA)

CLEVELAND

BURKE LAKEFRONT (BKL) .9 N UTC−5(−4DT) N41°31.05′ W81°41.00′ **DETROIT**
583 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA Class IV, ARFF Index A NOTAM FILE BKL **H–10G, L–30G**
RWY 06L–24R: H6198X150 (ASPH–GRVD) S–93, D–113, 2S–144, 2D–170 HIRL **IAP, AD**
RWY 06L: REIL. VASI(V4L)—GA 3.0° TCH 32′. Thld dsplcd 265′.
RWY 24R: MALSF. VASI(V4L)—GA 3.35° TCH 26′. Bldg. Rgt tfc.
RWY 06R–24L: H5197X100 (ASPH–GRVD) S–43, D–50, 2D–82 HIRL
RWY 06R: Thld dsplcd 267′.
RWY 24L: REIL. Antenna. Rgt tfc.



AIRPORT REMARKS: Attended continuously. Rwy 06R–24L CLOSED when twr clsd. Birds and waterfowl on and invof airport. 72′ ship crane 1300′ SW of Rwy 06R. When twr clsd HIRL Rwy 06L–24R preset; To increase ints radio req on UNICOM. ACTIVATE MALSF Rwy 24R—CTAF. PPR for unscheduled air carrier ops with more than 9 passenger seats ctc 216–781–6411. Rwy 06R–24L not authorized for ops involving air carrier acft with more than 9 passenger seats. Rwy 06L–24R and Rwy 06R–24L apch surfaces have navigable waterways creating possible vessel obstruction areas—check local NOTAMS for current activity; vessel height; etc. Twy G east of twy F CLOSED. Rwy 06L VASI unusable byd 8° left and right of centerline. Ldg fee. Fee schedule based on number of engines and gross weight. Flight Notification Service (ADCUS) avbl 24 hrs Mon–Fri reg for svc on Sat; Sun and Holidays must be made prior to 2130Z‡ on Fri; 2 hrs advance notice req call 216–267–3600. Private acft and general aviation only.
WEATHER DATA SOURCES: ASOS 125.25 (ops during twr hrs) (216) 241–6904. LLWAS.
COMMUNICATIONS: CTAF 124.3 **ATIS** 125.25 **UNICOM** 122.95
Ⓡ **CLEVELAND APP/DEP CON** 125.35
LAKEFRONT TOWER 124.3 (Mon 1200Z‡ to Sat 0400Z‡; Sat 1200–0400Z‡, Sun 1300–0500Z‡)
GND CON 121.9
AIRSPACE: CLASS D svc Mon 1200Z‡ to Sat 0400Z‡, Sat 1200–0400Z‡, Sun 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 275° 23.4 NM to fld. 1310/5W.
TABEY NDB (LOM) 248 BF N41°34.15′ W81°34.43′ 245° 5.8 NM to fld. SHUTDOWN.
ILS/DME 109.75 I–BFT Chan 34(Y) Rwy 24R. Class IE. LOM TABEY NDB. LOM SHUTDOWN.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. Clearance delivery provided by Cleveland apch on 121.9 or call 216–898–2077 when Lakefront twr clsd.

VOR XUB	APP CRS	Rwy Idg	4351
112.5	165°	TDZE	685
		Apt Elev	685

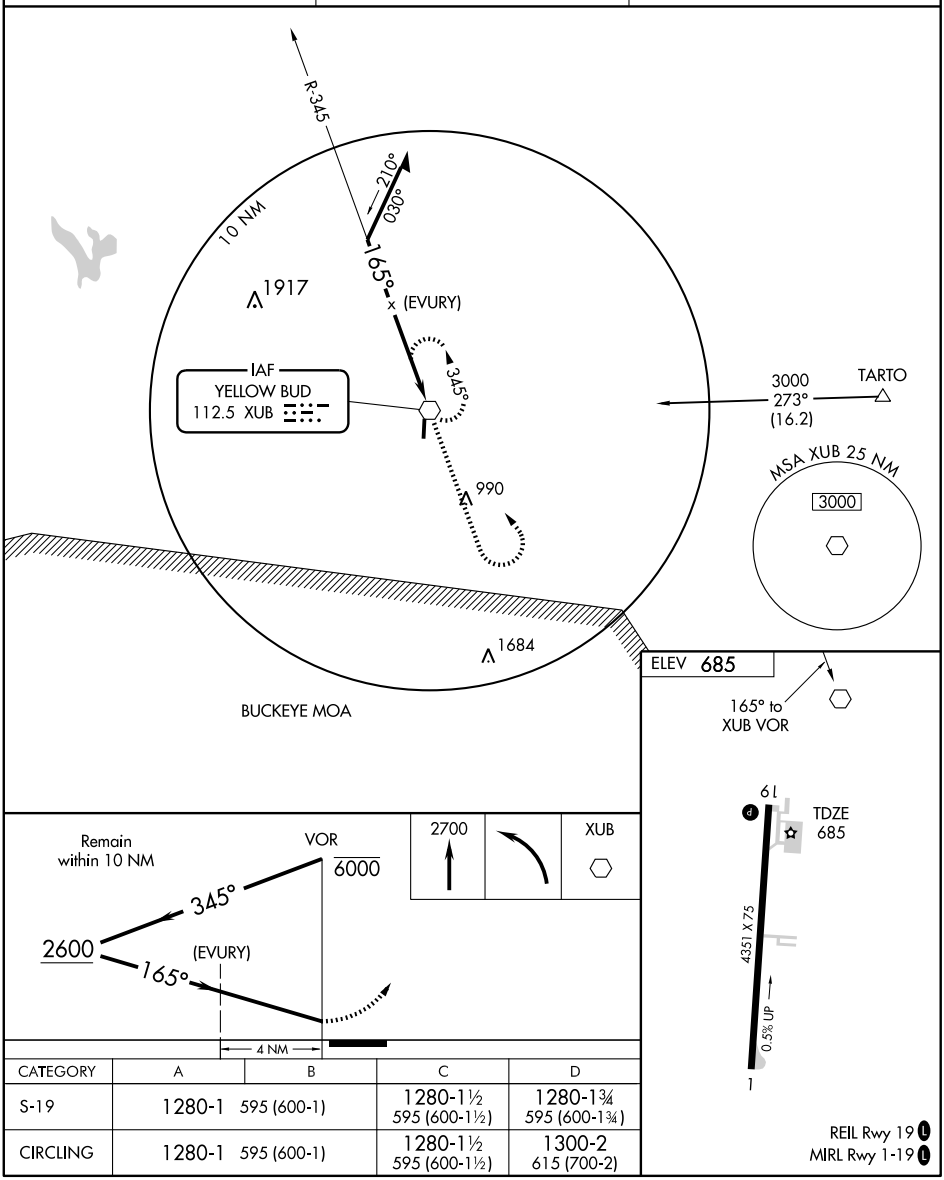
VOR or GPS RWY 19

CIRCLEVILLE / PICKAWAY COUNTY MEMORIAL (CYO)

NA Use Rickenbacker Intl altimeter setting.

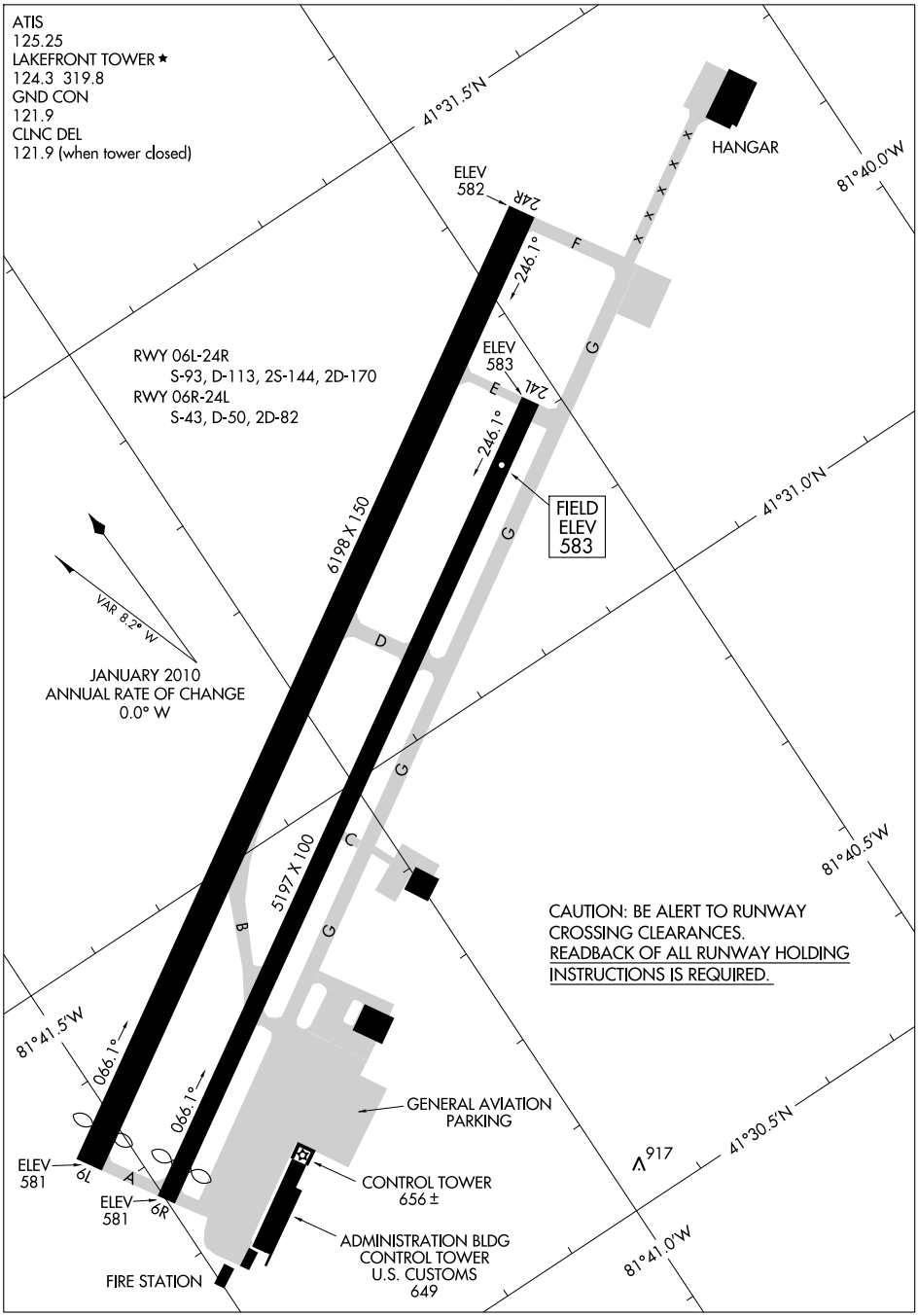
MISSED APPROACH: Climb to 2700 then left turn direct XUB VOR and hold.

RICKENBACKER INTL AWOS-3	COLUMBUS APP CON	UNICOM
132.75	132.3 279.6	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-19	1280-1	595 (600-1)	1280-1½ 595 (600-1½)	1280-1¾ 595 (600-1¾)
CIRCLING	1280-1	595 (600-1)	1280-1½ 595 (600-1½)	1300-2 615 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



EC-2, 21 OCT 2010 to 18 NOV 2010

PICKAWAY CO MEML (CYO) 5 S UTC−5(−4DT) N39°30.96′ W82°58.93′ **CINCINNATI**
684 B S2 **FUEL** 100LL, JET A ARFF Index Ltd. NOTAM FILE DAY **L–29A**
RWY 01–19: H4351X75 (ASPH) S–30, D–40 MIRL 0.5% up N **IAP**
RWY 01: Trees. **RWY 19:** REIL. PAPI (P4R)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–0100Z‡, Sun 1300–2200Z‡. ACTIVATE MIRL Rwy 01–19, PAPI Rwy 19 and REIL Rwy 19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
YELLOW BUD RCO 122.1R 112.5T (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 132.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 212° 42.2 NM to fld. 1350/6W. HIWAS.
YELLOW BUD (T) VOR 112.5 XUB N39°31.61′ W82°58.68′ at fld.
CIRCLEVILLE NDB (MHW) 366 CYO N39°31.39′ W82°58.78′ at fld. Unmonitored. SHUTDOWN.

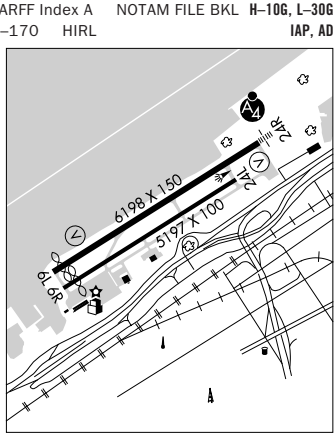
CLARK CO N39°52.42′ W83°46.77′ NOTAM FILE SGH. **CINCINNATI**
NDB (MHW) 341 CCJ 238° 3.4 NM to Springfield–Beckley Muni. Unmonitored. **L–27E**

CLARKS DREAM STRIP (See CIRCLEVILLE)

CLERMONT CO (See BATAVIA)

CLEVELAND

BURKE LAKEFRONT (BKL) .9 N UTC−5(−4DT) N41°31.05′ W81°41.00′ **DETROIT**
583 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA Class IV, ARFF Index A NOTAM FILE BKL **H–10G, L–30G**
RWY 06L–24R: H6198X150 (ASPH–GRVD) S–93, D–113, 2S–144, 2D–170 HIRL **IAP, AD**
RWY 06L: REIL. VASI(V4L)—GA 3.0° TCH 32′. Thld dsplcd 265′.
RWY 24R: MALSF. VASI(V4L)—GA 3.35° TCH 26′. Bldg. Rgt tfc.
RWY 06R–24L: H5197X100 (ASPH–GRVD) S–43, D–50, 2D–82 HIRL
RWY 06R: Thld dsplcd 267′.
RWY 24L: REIL. Antenna. Rgt tfc.



AIRPORT REMARKS: Attended continuously. Rwy 06R–24L CLOSED when twr clsd. Birds and waterfowl on and invof airport. 72′ ship crane 1300′ SW of Rwy 06R. When twr clsd HIRL Rwy 06L–24R preset; To increase ints radio req on UNICOM. ACTIVATE MALSF Rwy 24R—CTAF. PPR for unscheduled air carrier ops with more than 9 passenger seats ctc 216–781–6411. Rwy 06R–24L not authorized for ops involving air carrier acft with more than 9 passenger seats. Rwy 06L–24R and Rwy 06R–24L apch surfaces have navigable waterways creating possible vessel obstruction areas—check local NOTAMS for current activity; vessel height; etc. Twy G east of twy F CLOSED. Rwy 06L VASI unusable byd 8° left and right of centerline. Ldg fee. Fee schedule based on number of engines and gross weight. Flight Notification Service (ADCUS) avbl 24 hrs Mon–Fri reg for svc on Sat; Sun and Holidays must be made prior to 2130Z‡ on Fri; 2 hrs advance notice req call 216–267–3600. Private acft and general aviation only.
WEATHER DATA SOURCES: ASOS 125.25 (ops during twr hrs) (216) 241–6904. LLWAS.
COMMUNICATIONS: CTAF 124.3 **ATIS** 125.25 **UNICOM** 122.95
Ⓡ **CLEVELAND APP/DEP CON** 125.35
LAKEFRONT TOWER 124.3 (Mon 1200Z‡ to Sat 0400Z‡; Sat 1200–0400Z‡, Sun 1300–0500Z‡)
GND CON 121.9
AIRSPACE: CLASS D svc Mon 1200Z‡ to Sat 0400Z‡, Sat 1200–0400Z‡, Sun 1300–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 275° 23.4 NM to fld. 1310/5W.
TABEY NDB (LOM) 248 BF N41°34.15′ W81°34.43′ 245° 5.8 NM to fld. SHUTDOWN.
ILS/DME 109.75 I–BFT Chan 34(Y) Rwy 24R. Class IE. LOM TABEY NDB. LOM SHUTDOWN.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. Clearance delivery provided by Cleveland apch on 121.9 or call 216–898–2077 when Lakefront twr clsd.

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

CLEVELAND / BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

CLEVELAND / BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

SL-5370 (FAA)

ATIS
125.25
CLEVELAND DEP CON
125.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

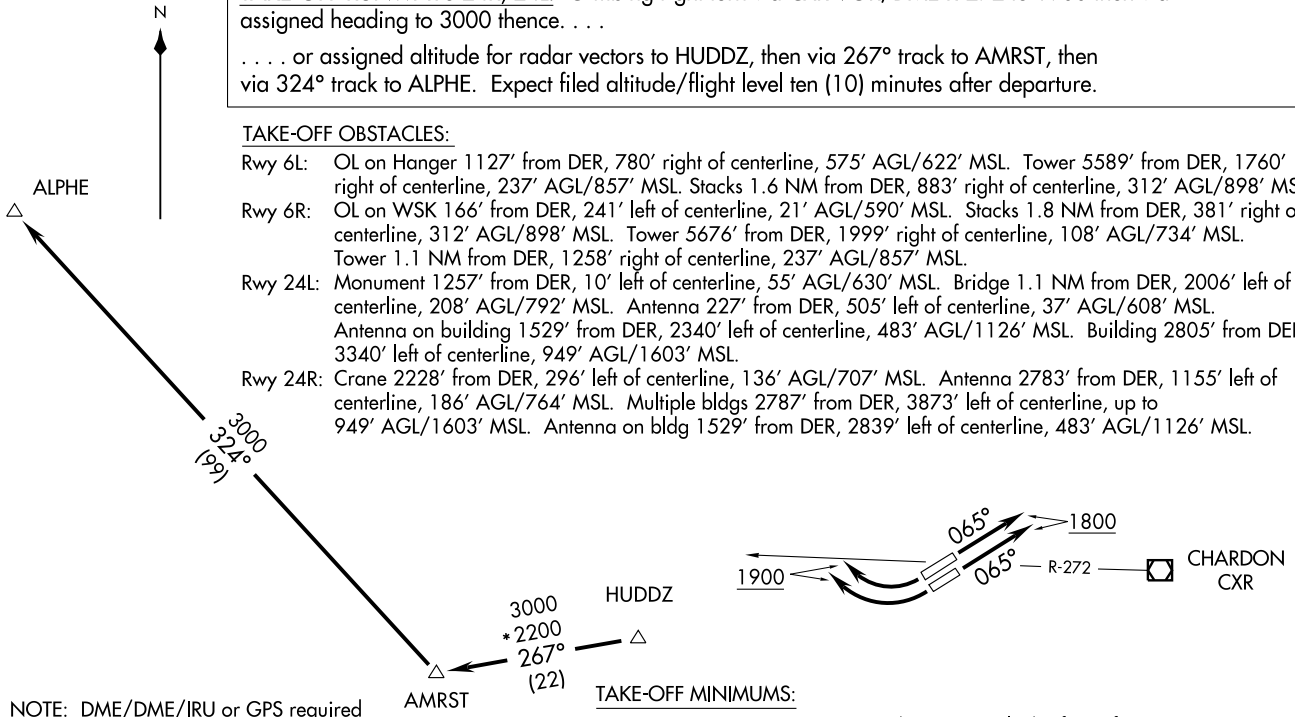
TAKE-OFF OBSTACLES:

Rwy 6L: OL on Hanger 1127′ from DER, 780′ right of centerline, 575′ AGL/622′ MSL. Tower 5589′ from DER, 1760′ right of centerline, 237′ AGL/857′ MSL. Stacks 1.6 NM from DER, 883′ right of centerline, 312′ AGL/898′ MSL.

Rwy 6R: OL on WSK 166′ from DER, 241′ left of centerline, 21′ AGL/590′ MSL. Stacks 1.8 NM from DER, 381′ right of centerline, 312′ AGL/898′ MSL. Tower 5676′ from DER, 1999′ right of centerline, 108′ AGL/734′ MSL. Tower 1.1 NM from DER, 1258′ right of centerline, 237′ AGL/857′ MSL.

Rwy 24L: Monument 1257′ from DER, 10′ left of centerline, 55′ AGL/630′ MSL. Bridge 1.1 NM from DER, 2006′ left of centerline, 208′ AGL/792′ MSL. Antenna 227′ from DER, 505′ left of centerline, 37′ AGL/608′ MSL. Antenna on building 1529′ from DER, 2340′ left of centerline, 483′ AGL/1126′ MSL. Building 2805′ from DER, 3340′ left of centerline, 949′ AGL/1603′ MSL.

Rwy 24R: Crane 2228′ from DER, 296′ left of centerline, 136′ AGL/707′ MSL. Antenna 2783′ from DER, 1155′ left of centerline, 186′ AGL/764′ MSL. Multiple bldgs 2787′ from DER, 3873′ left of centerline, up to 949′ AGL/1603′ MSL. Antenna on bldg 1529′ from DER, 2839′ left of centerline, 483′ AGL/1126′ MSL.



NOTE: DME/DME/IRU or GPS required
NOTE: RNAV 1
NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:

Rwy 6L: 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800′.
Rwy 6R: 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800′.
Rwy 24L: 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900′.
Rwy 24R: 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900′.

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND / BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

ATIS DEP
125.25
CLEVELAND DEP CON
125.35 346.325

NOTE: RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence . . .

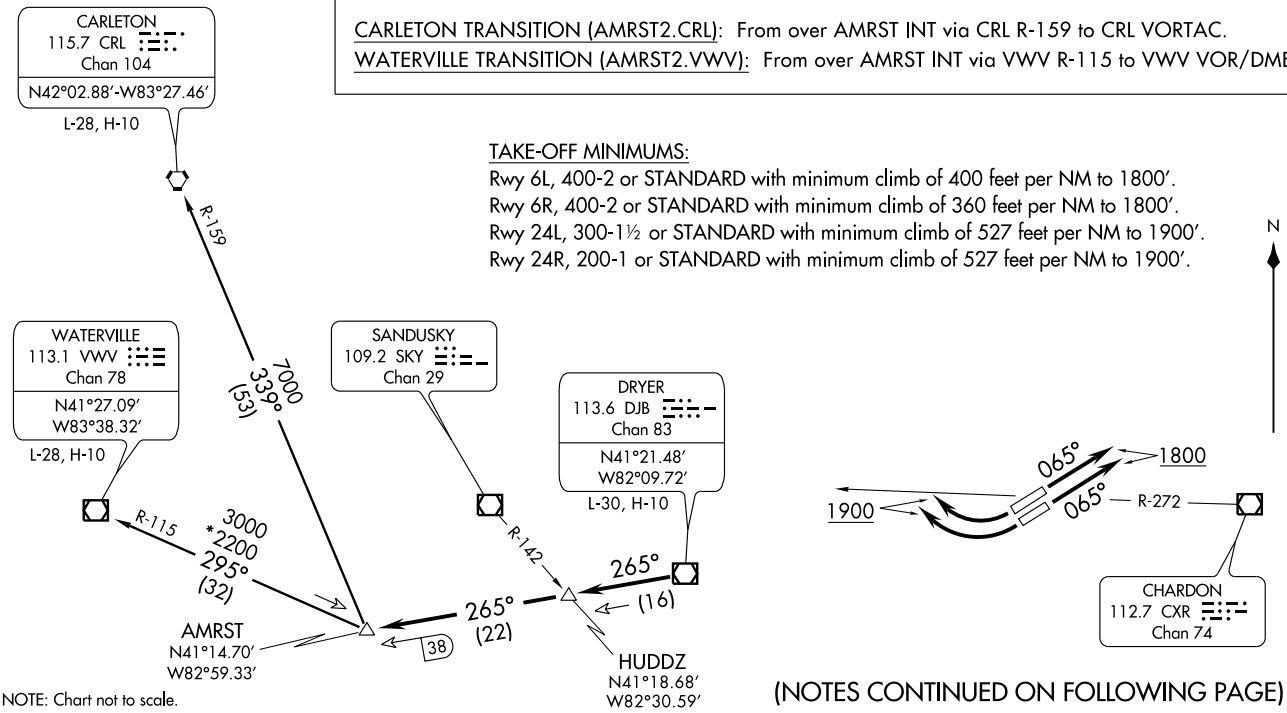
TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.

WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF MINIMUMS:
Rwy 6L, 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800′.
Rwy 6R, 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800′.
Rwy 24L, 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900′.
Rwy 24R, 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900′.



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

AMRST TWO DEPARTURE
(AMRST2.AMRST) 09183
CLEVELAND / BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

SL-5370 (FAA)

AMRST TWO DEPARTURE

TAKE-OFF OBSTACLES:

Rwy 6L: OL on Hanger 1127′ from DER, 780′ right of centerline, 575′ AGL/622′ MSL.
Tower 5589′ from DER, 1760′ right of centerline, 237′ AGL/857′ MSL.
Stacks 1.6 NM from DER, 883′ right of centerline, 312′ AGL/898′ MSL.

Rwy 6R: OL on WSK 166′ from DER, 241′ left of centerline, 21′ AGL/590′ MSL.
Stacks 1.8 NM from DER, 381′ right of centerline, 312′ AGL/898′ MSL.
Tower 5676′ from DER, 1999′ right of centerline, 108′ AGL/734′ MSL.
Tower 1.1 NM from DER, 1258′ right of centerline, 237′ AGL/857′ MSL.

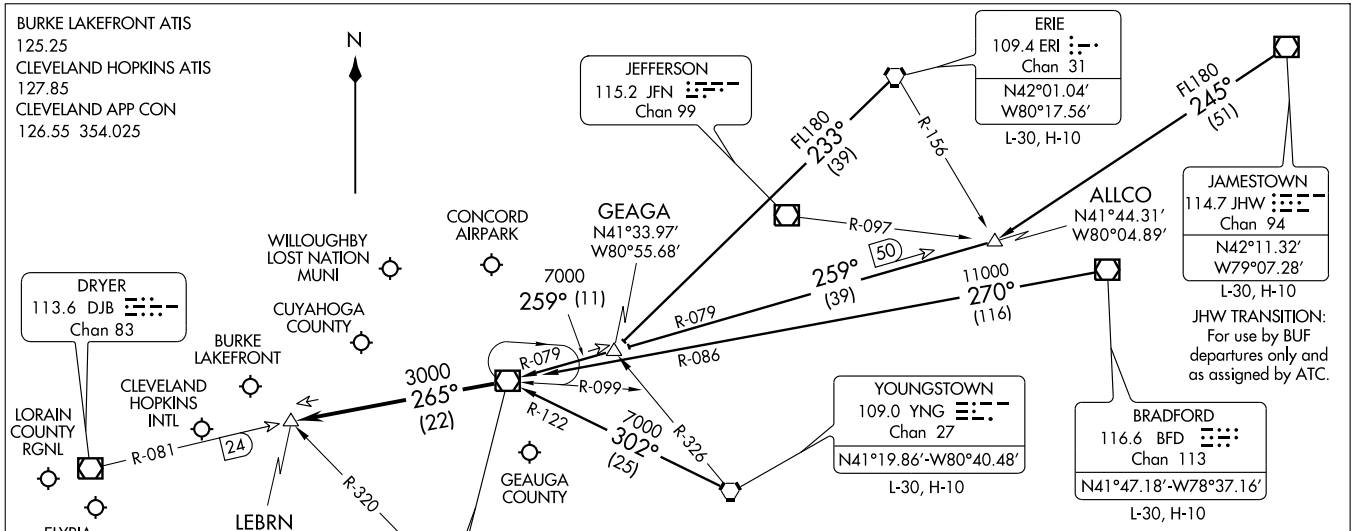
Rwy 24L: Monument 1257′ from DER, 10′ left of centerline, 55′ AGL/630′ MSL.
Bridge 1.1 NM from DER, 2006′ left of centerline, 208′ AGL/792′ MSL.
Antenna 227′ from DER, 505′ left of centerline, 37′ AGL/608′ MSL.
Antenna on building 1529′ from DER, 2340′ left of centerline, 483′ AGL/1126′ MSL.
Building 2805′ from DER, 3340′ left of centerline, 949′ AGL/1603′ MSL.

Rwy 24R: Crane 2228′ from DER, 296′ left of centerline, 136′ AGL/707′ MSL.
Antenna 2783′ from DER, 1155′ left of centerline, 186′ AGL/764′ MSL.
Multiple bldgs 2787′ from DER, 3873′ left of centerline, up to 949′ AGL/1603′ MSL.
Antenna on bldg 1529′ from DER, 2839′ left of centerline, 483′ AGL/1126′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

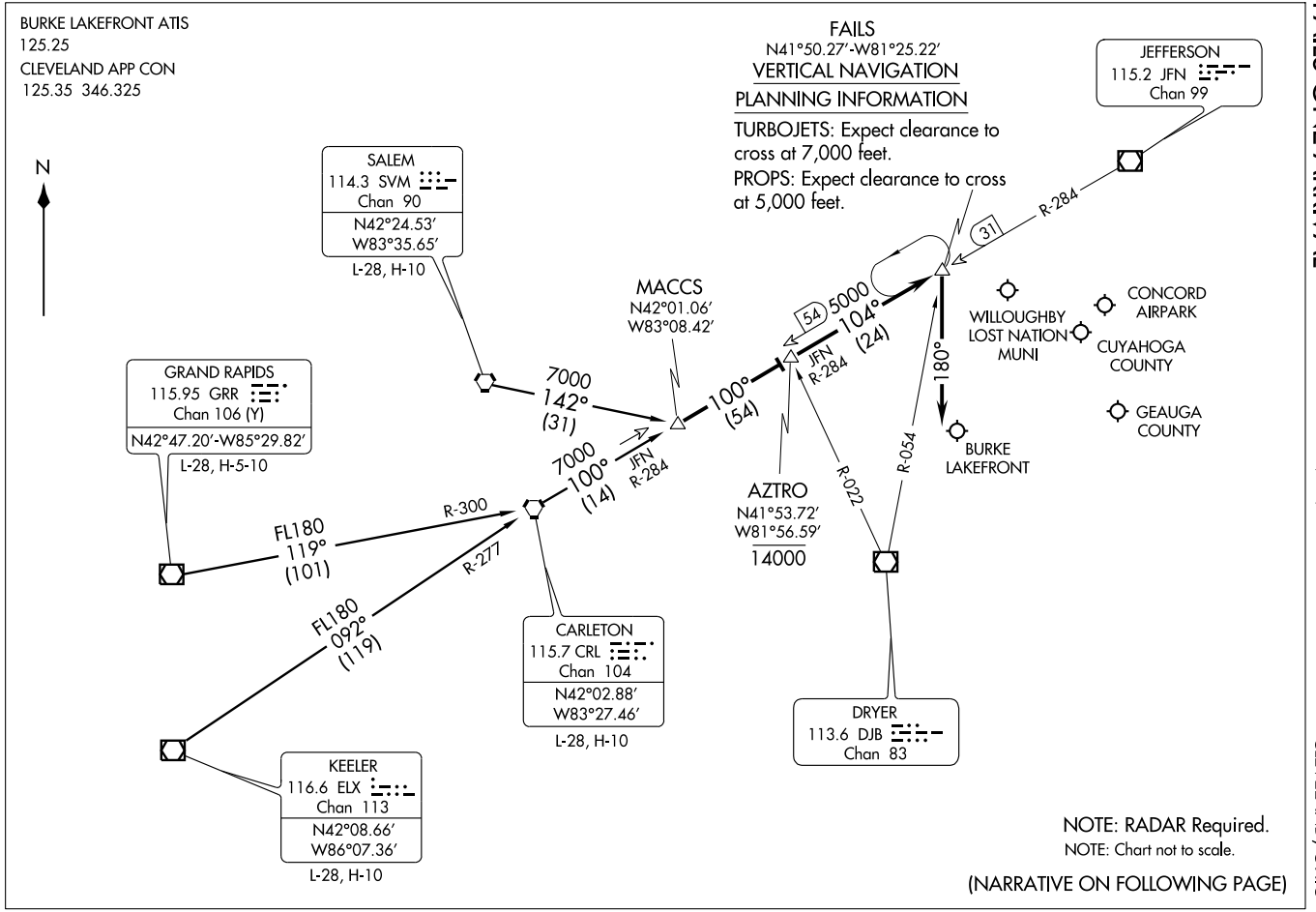
ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

FAILS ONE ARRIVAL

(MACCS.FAILS1) 09183



FAILS ONE ARRIVAL
(MACCS.FAILS1) 09183

CLEVELAND, OHIO

ST-5370 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BFT	APP CRS	Rwy Idg	24R	24L
109.75	245°	TDZE	583	583
Chan 34 (Y)		Apt Elev	583	583

ILS or LOC RWY 24R

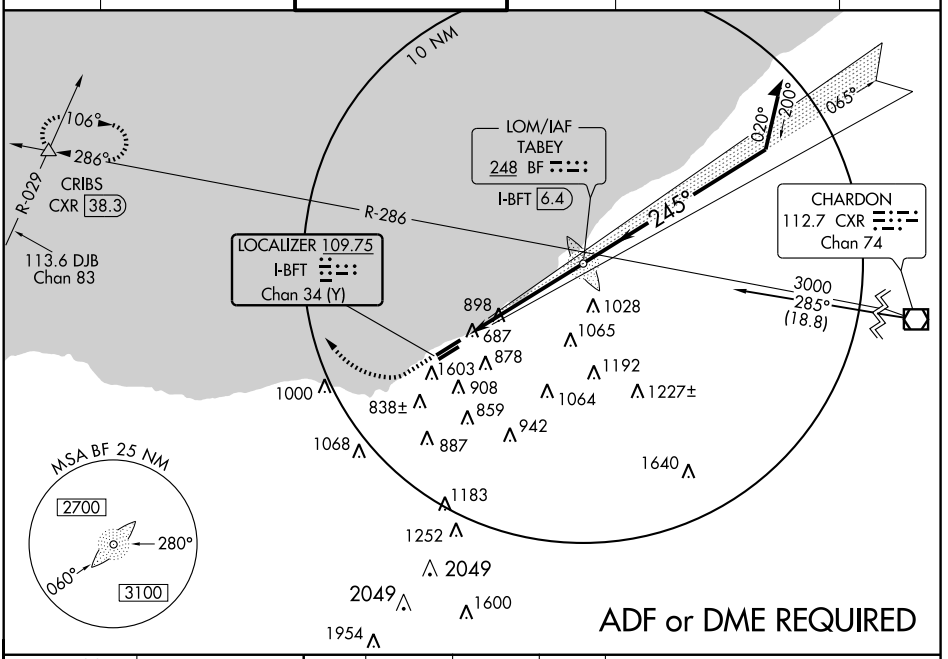
CLEVELAND / BURKE LAKEFRONT (BKL)

▼ Circling not authorized SE of Rwy 6R-24L.
▲ Inoperative table does not apply to S-LOC Cat C.
▲ S-ILS minimums not authorized when control tower closed.

MALSF

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 heading 350°, intercept CXR R-286 then climb to 3000 via CXR R-286 to CRIBS Int and hold.

ATIS	CLEVELAND APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	125.35 354.025	124.3 (CTAF) L 319.8	121.9	121.9 (when tower closed)	122.95



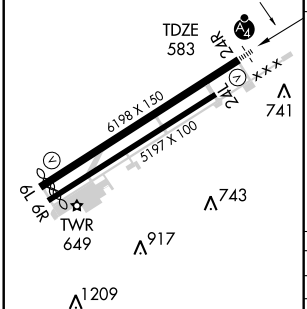
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 583

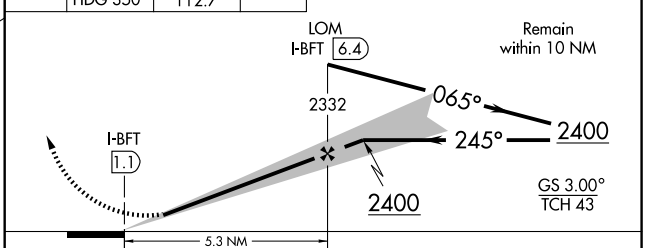
Rwy 6L Idg 5933′
Rwy 6R Idg 4930′

245° 5.3 NM from FAF



REIL Rwys 6L and 24L
HIRL Rwys 6L-24R and 6R-24L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

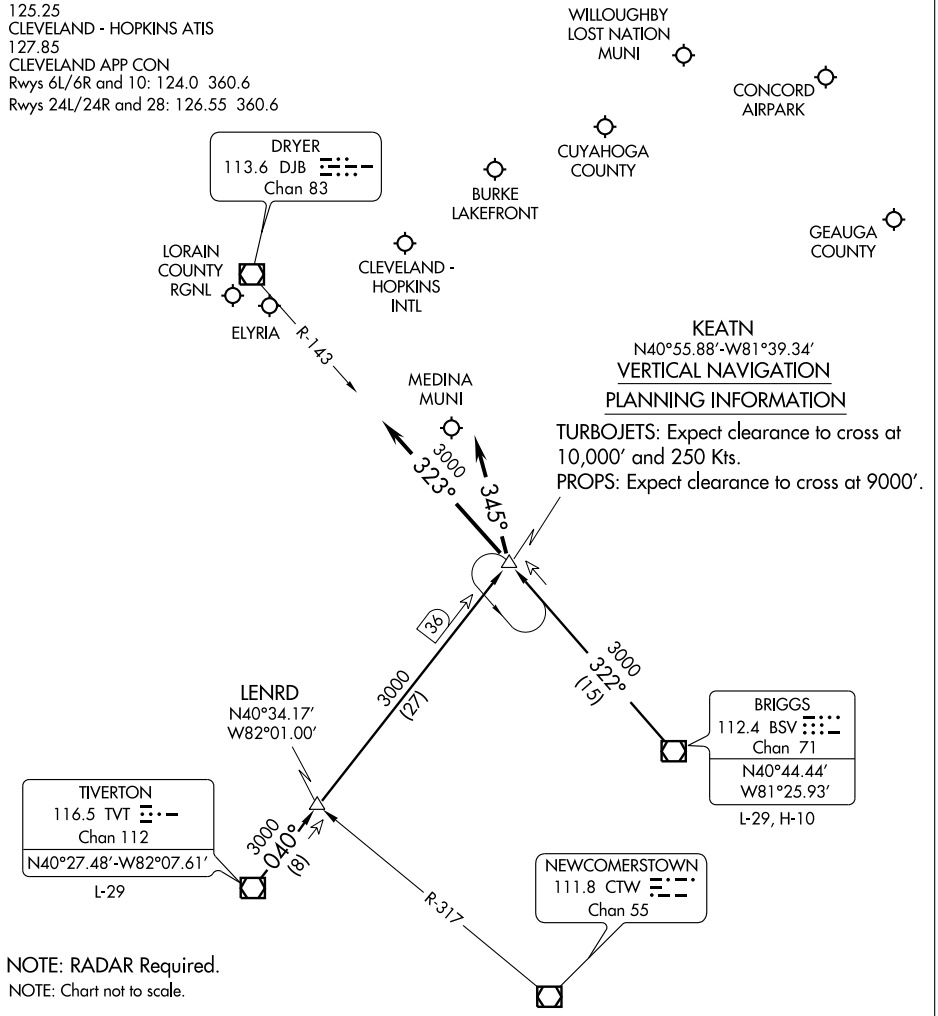


CATEGORY	A	B	C	D
S-ILS 24R	856-1 273 (300-1)			
S-LOC 24R	1160-¾ 577 (600-¾)		1160-1½ 577 (600-1½)	1160-1¾ 577 (600-1¾)
SIDESTEP 24L	1160-1 577 (600-1)		1160-1½ 577 (600-1½)	1160-2 577 (600-2)
CIRCLING	1160-1 577 (600-1)		1160-1½ 577 (600-1½)	1160-2 577 (600-2)

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

NDB BKL 416	APP CRS 245°	Rwy Idg 6198 TDZE 583 Apt Elev 584

NDB or GPS RWY 24R

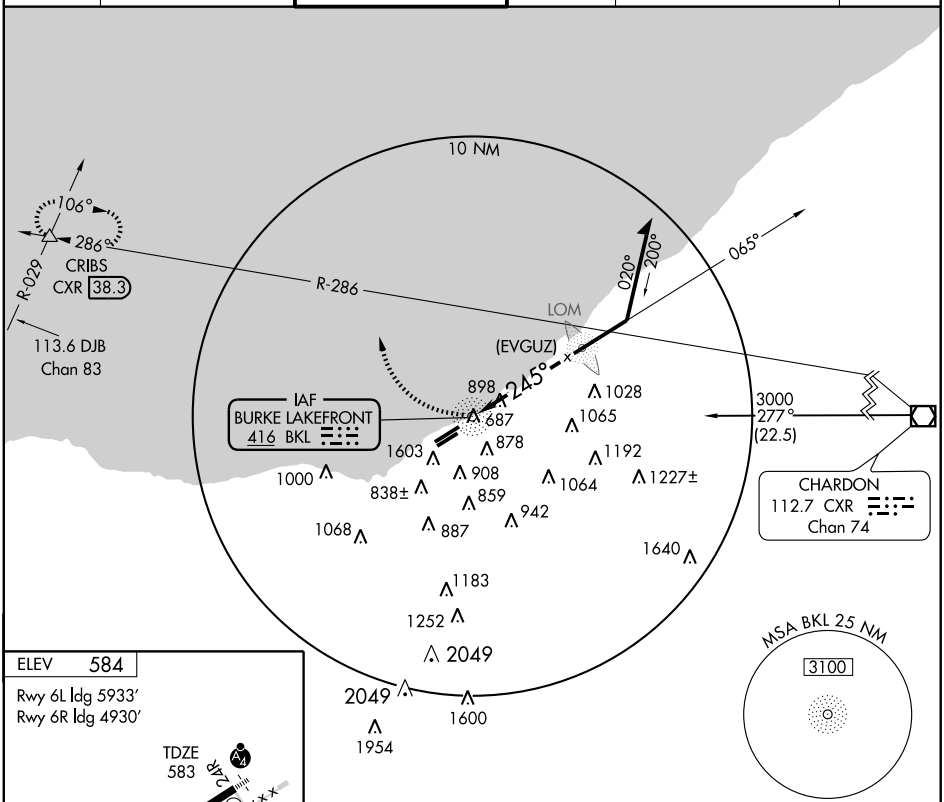
CLEVELAND / BURKE LAKEFRONT (BKL)

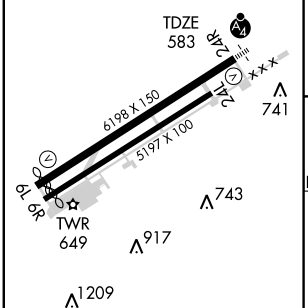
Circling NA southeast of Rwy 6R-24L.
Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 2000 heading 350° to CXR R-286 then climb to 3000 via CXR R-286 to CRIBS Int and hold.

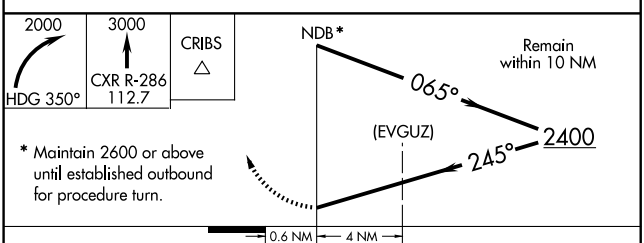
ATIS	CLEVELAND APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	125.35 354.025	124.3 (CTAF) L 319.8	121.9	121.9 (when tower closed)	122.95





REIL Rwys 6L and 24L
HIRL Rwys 6L-24R and 6R-24L

Knots	60	90	120	150	180
Min:Sec					



* Maintain 2600 or above until established outbound for procedure turn.

CATEGORY	A	B	C	D
S-24R	1400-1 817 (900-1)	1400-1¼ 817 (900-1¼)	1400-2½ 817 (900-2½)	1400-2¾ 817 (900-2¾)
CIRCLING	1400-1 817 (900-1)	1400-1¼ 817 (900-1¼)	1400-2½ 817 (900-2½)	1400-2¾ 817 (900-2¾)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

(OBRLN2.OBRLN) 09183

CLEVELAND / BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

ATIS 125.25
CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwy 6L, 400-2 or STANDARD with minimum climb of 400 feet per NM to 1800'.
Rwy 6R, 400-2 or STANDARD with minimum climb of 360 feet per NM to 1800'.
Rwy 24L, 300-1½ or STANDARD with minimum climb of 527 feet per NM to 1900'.
Rwy 24R, 200-1 or STANDARD with minimum climb of 527 feet per NM to 1900'.

CHARDON
112.7 CXR
Chan 74

065°
065°
1800
1900
R-272

FORT WAYNE
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10

FINDLAY
108.2 FDY
Chan 19
N40°57.32'
W83°45.36'

OBRLN
N41°06.39'
W82°44.09'

30

245°
(18)

DRYER
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'
L-30, H-10

MUNCIE
114.4 MIE
Chan 91
N40°14.24'
W85°23.64'
L-27

3500
*2400
261°
(47)
R-081

3500
*2300
274°
(65)
R-091

(12)

BRUNZ
N41°12.60'
W82°30.02'
3500

R-338

R-014

3500
*2500
243°
(86)
R-063

6000
*2700
235°
(77)
R-055

3500
*2900
244°
(52)
R-059

3500
*2400
217°
(87)
R-037

MANSFIELD
108.8 MFD
Chan 25

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27'
W84°02.59'
L-27, H-10

BRICKYARD
116.3 VHP
Chan 110
N39°48.88'
W86°22.05'
L-27, H-5-10

RICHMOND
110.6 RID
Chan 43
N39°45.30'
W84°50.33'
L-27, H-10

N

NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(OBRLN2.OBRLN) 09183

OBRLN TWO DEPARTURE

SL-5370 (FAA)

CLEVELAND / BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 6L: OL on Hanger 1127′ from DER, 780′ right of centerline, 575′ AGL/622′ MSL.
Tower 5589′ from DER, 1760′ right of centerline, 237′ AGL/857′ MSL.
Stacks 1.6 NM from DER, 883′ right of centerline, 312′ AGL/898′ MSL.
Rwy 6R: OL on WSK 166′ from DER, 241′ left of centerline, 21′ AGL/590′ MSL.
Stacks 1.8 NM from DER, 381′ right of centerline, 312′ AGL/898′ MSL.
Tower 5676′ from DER, 1999′ right of centerline, 108′ AGL/734′ MSL.
Tower 1.1 NM from DER, 1258′ right of centerline, 237′ AGL/857′ MSL.
Rwy 24L: Monument 1257′ from DER, 10′ left of centerline, 55′ AGL/630′ MSL.
Bridge 1.1 NM from DER, 2006′ left of centerline, 208′ AGL/792′ MSL.
Antenna 227′ from DER, 505′ left of centerline, 37′ AGL/608′ MSL.
Antenna on building 1529′ from DER, 2340′ left of centerline, 483′ AGL/1126′ MSL.
Building 2805′ from DER, 3340′ left of centerline, 949′ AGL/1603′ MSL.
Rwy 24R: Crane 2228′ from DER, 296′ left of centerline, 136′ AGL/707′ MSL.
Antenna 2783′ from DER, 1155′ left of centerline, 186′ AGL/764′ MSL.
Multiple bldgs 2787′ from DER, 3873′ left of centerline, up to 949′ AGL/1603′ MSL.
Antenna on bldg 1529′ from DER, 2839′ left of centerline, 483′ AGL/1126′ MSL.

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

CLEVELAND/BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

(NARRATIVE ON FOLLOWING PAGE)

ATIS 125.25
CLEVELAND DEP CON
125.35 346.325

CARLETON
115.7 CRL
Chan 104
N42°02.89'
W83°27.46'
L-28, H-10

TAKE-OFF MINIMUMS:
Rwy 6L: 400-2 or STANDARD with minimum climb of 400' per NM to 1800.
Rwy 6R: 400-2 or STANDARD with minimum climb of 360' per NM to 1800.
Rwy 24L: 300-1½ or STANDARD with minimum climb of 527' per NM to 1900.
Rwy 24R: 200-1 or STANDARD with minimum climb of 527' per NM to 1900.

N

CHARDON
112.7 CXR
Chan 74

R-160
3100
340°
(31)

FILUP
N41°33.99'
W83°11.14'

3000
*2300
292°
(25)

SANDUSKY
109.2 SKY
Chan 29
N41°26.07'
W82°39.29'
L-30

065°
1800
065°
R-272
1900

287°
(23)

DRYER
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'
L-30, H-10

TAKE-OFF OBSTACLES:
Rwy 6L: OL on hanger 1127' from DER, 780' right of centerline, 575' AGL/622' MSL.
Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL.
Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL.
Rwy 6R: OL on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL.
Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL.
Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL.
Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL.
Rwy 24L: Monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL.
Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL.
Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL.
Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL.
Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL.
Rwy 24R: Crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL.
Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL.
Multiple bldgs 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL.
Antenna on bldg 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
CLEVELAND/BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

SL-5370 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R: Climb via heading 065° to 1800 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAYS 24R, 24L: Climbing right turn via CXR VOR/DME R-272 to 1900 then via assigned heading to 3000 thence. . . .

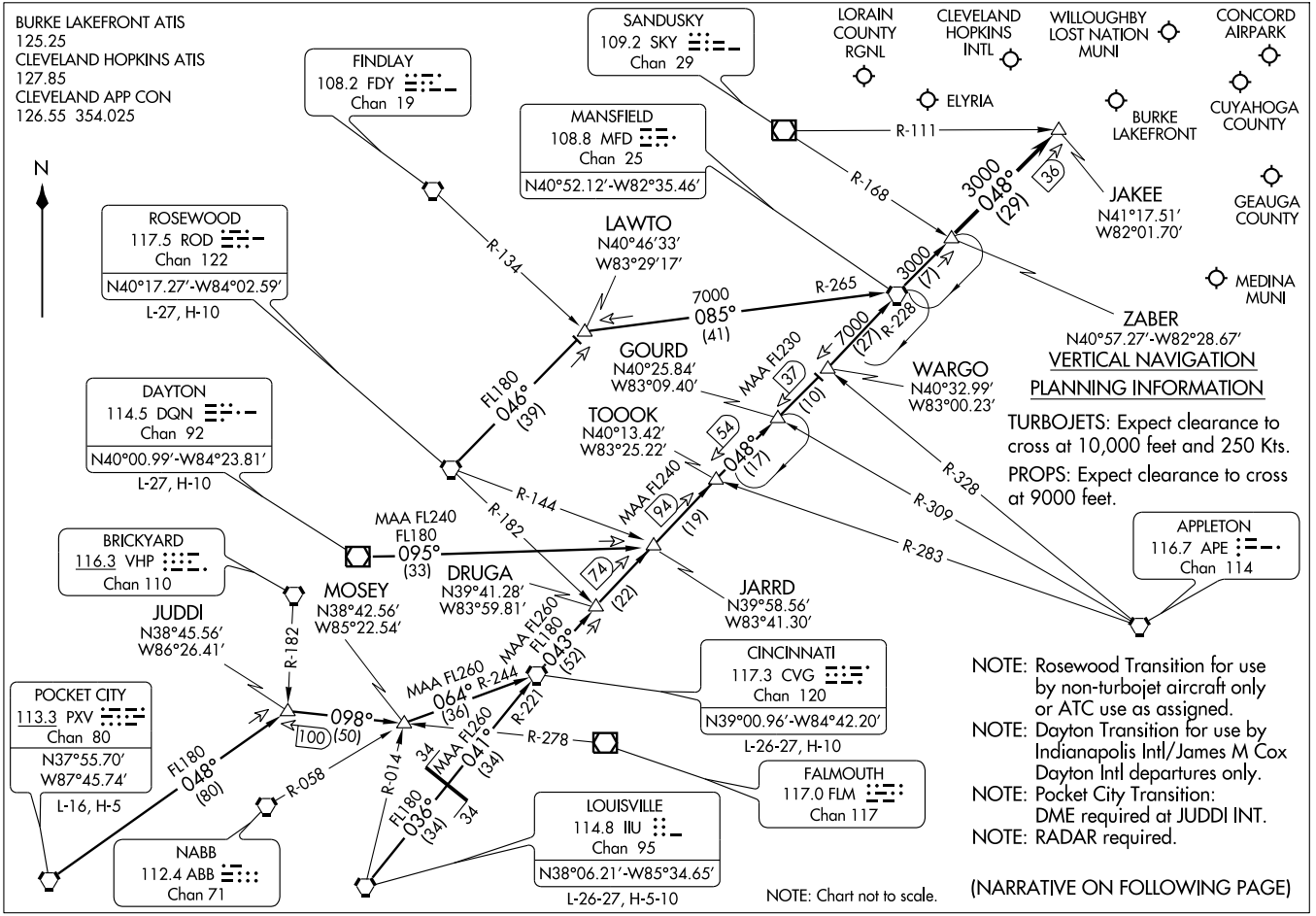
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.

EC-2, 21 OCT 2010 to 18 NOV 2010

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

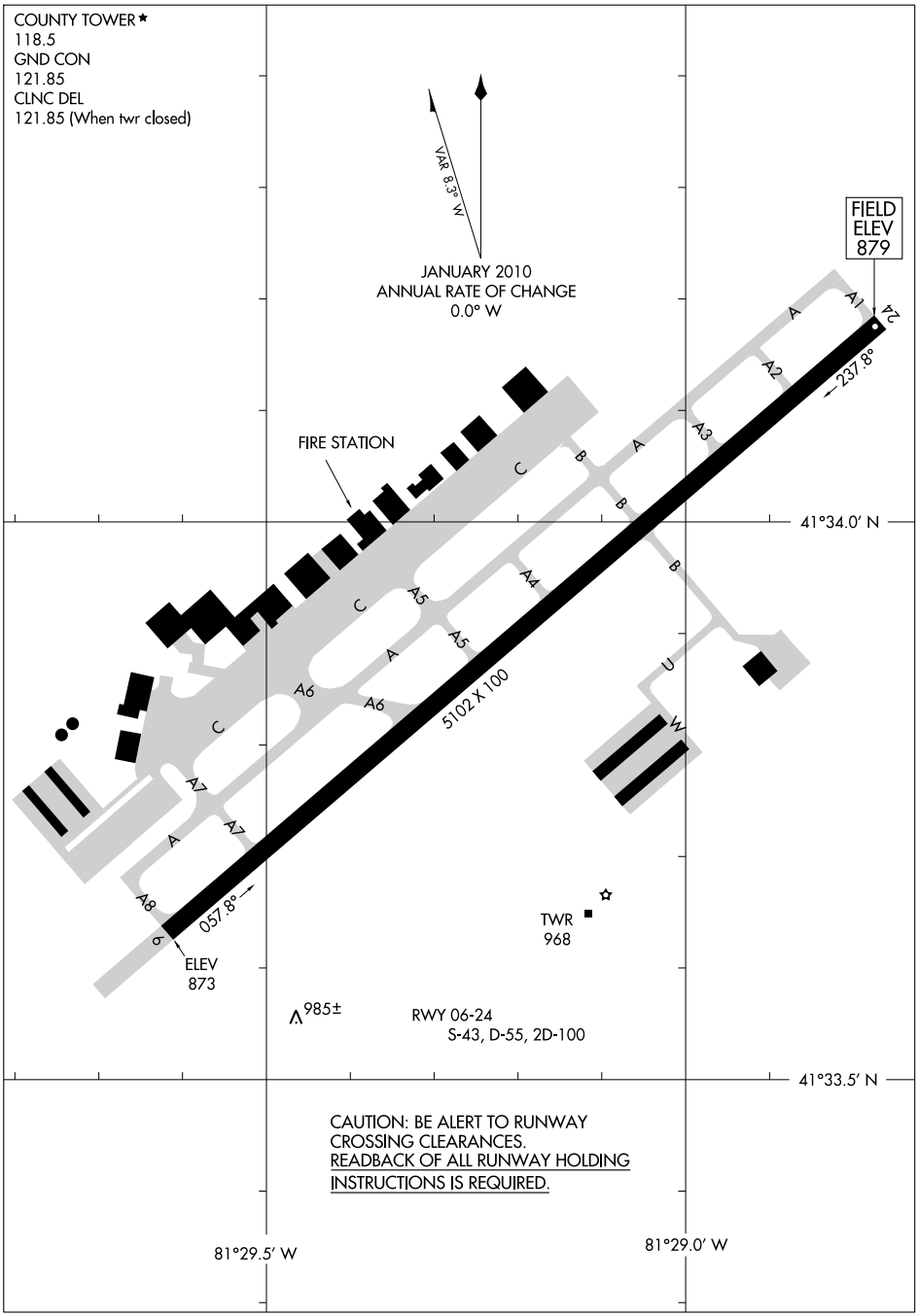
. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5027 (FAA)

CLEVELAND / CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

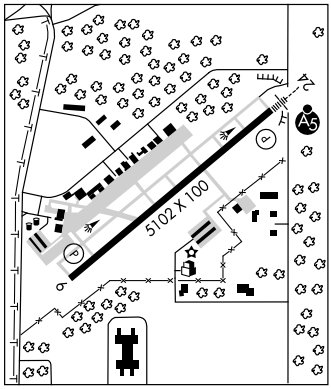
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CLEVELAND, OHIO
CLEVELAND / CUYAHOGA COUNTY (CGF)

10210

CUYAHOGA CO (CGF) 10 E UTC−5(−4DT) N41°33.91′ W81°29.18′ **DETROIT**
879 B S4 **FUEL** 100LL, JET A, A1+ OX 3 TPA—See Remarks NOTAM FILE CGF **H–10G, L–30G**
RWY 06–24: H5102X100 (ASPH–GRVD) S–43, D–55, 2D–100 HIRL **IAP, AD**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Pole.
RWY 24: MALSR. PAPI(P4L)—GA 3.0°TCH 50′. Trees.
AIRPORT REMARKS: Attended continuously. Rwy 06–24 CLOSED to jet acft with more than 30 passengers. Birds and deer on and invof arpt. Flight training prohibited 0400–1200Z‡. Tower visibility SW reduced within 500′ AER 06. Rwy 24 PAPI unusable byd 7° right of course. HIRL Rwy 06–24 step one OTS indef. TPA–1879 (1000), turbines 2379 (1500). Twy A4 not avbl for air carrier ops with more than 30 passenger seats. When twr clsd ACTIVATE HIRL Rwy 06–24, REIL Rwy 06, MALSR Rwy 24–CTAF. PAPI Rwy 06 and Rwy 24 and windsock operate continuously. Ldg fee. Parking fee for over two hrs.
WEATHER DATA SOURCES: LAWRS.
COMMUNICATIONS: CTAF 118.5 **UNICOM** 122.95
Ⓡ **CLEVELAND APP/DEP CON** 125.35 **CLEVELAND CLNC DEL** 121.85
COUNTY TOWER 118.5 (1200–0400Z‡) **GND CON** 121.85
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 286° 14.9 NM to fld. 1310/5W.
HOGAF NDB (LMM) 521 GF N41°34.45′ W81°28.27′ at fld. NOTAM FILE CGF. SHUTDOWN.
ILS/DME 111.1 I–CGF Chan 48 Rwy 24. Class IB. LOC unusable byd 10 NM blo 3000′. LOC BC unusable byd 10 NM and unusable byd 15°R of course. (BACK) GS unusable for coupled apchs blo 2020′.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr. Clnc del provided by Cleveland apch on 121.85 when twr clsd.



CLINTON FLD (See WILMINGTON)

COBBS N39°44.58′ W83°01.22′. NOTAM FILE LCK. **CINCINNATI**
NDB (LOM) 253 DD 050° 6.0 NM to Rickenbacker Intl.

COLUMBIA (See COLUMBIA STATION)

COLUMBIA STATION

COLUMBIA (4G8) 1 NW UTC−5(−4DT) N41°19.13′ W81°57.61′ **DETROIT**
813 **FUEL** 100LL NOTAM FILE CLE **L–30G**
RWY 18R–36L: H3152X40 (ASPH) LIRL (NSTD)
RWY 18R: Thld dsplcd 300′. Trees. **RWY 36L:** Thld dsplcd 209′. Tree.
RWY 18L–36R: 2974X65 (TURF)
RWY 18L: Trees. **RWY 36R:** Tree.
RWY 02–20: 2580X85 (TURF)
RWY 02: Brush. **RWY 20:** Trees.
AIRPORT REMARKS: Attended irregularly. Rwy 02–20 CLOSED indef. Use hard surface rwy when wet. Rwy 02–20 surface rough. Rwy 18L–36R sfc rough, only south one third of rwy mowed. Rwy 18R–36L pavement poor–weathered. ACTIVATE NSTD LIRL Rwy 18R–36L—CTAF. Rwy 18R–36L NSTD LIRL; no thld lgts. Rwy 18R–36L N 300′ and S 200′ unmarked. Rwy 18R NSTD dsplcd thld markings, no arrowheads. Rwy 36L NSTD dsplcd thld markings, no arrowheads.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.49′ W82°09.72′ 109° 9.4 NM to fld. 780/5W. **HIWAS.**

COLUMBIANA CO (See EAST LIVERPOOL)

COLUMBUS N39°59.69′ W82°53.13′ **CINCINNATI**
RCO 122.2 122.3 (DAYTON RADIO) **H–10G, L–29A**

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09295

CLEVELAND, OHIO

CLEVELAND / CUYAHOGA COUNTY (CGF)

CLEVELAND DEP CON
125.35 346.325

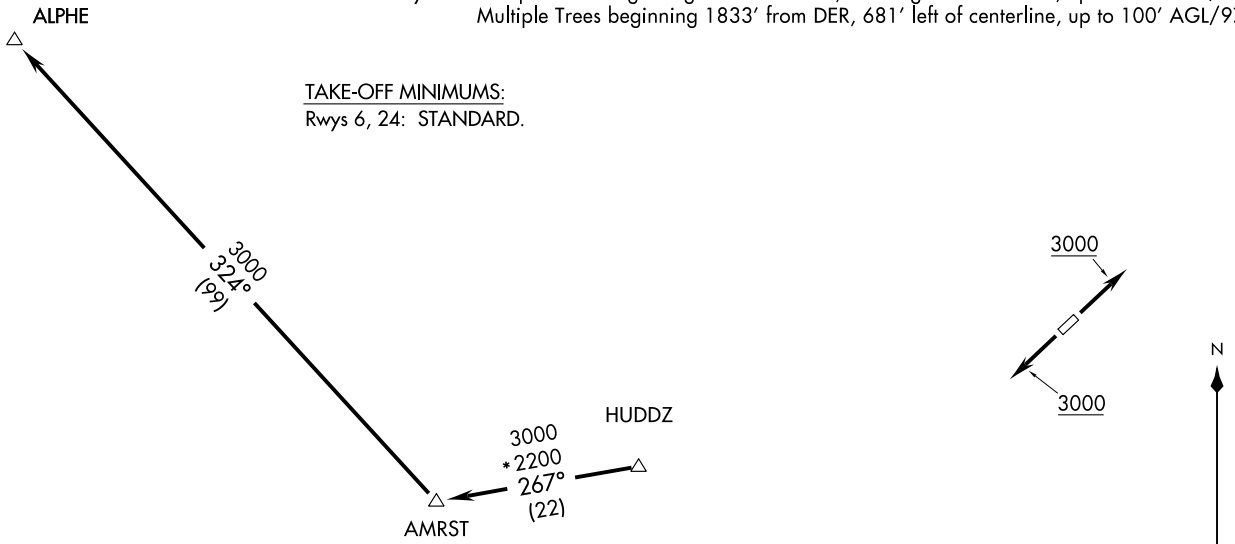
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 6: Trees beginning 2127' from DER, 975' right of centerline, up to 109' AGL/982' MSL.
Tree 2595' from DER, 740' left of centerline, 93' AGL/947' MSL.
Rwy 24: Multiple Trees beginning 755' from DER, 658' right of centerline, up to 100' AGL/948' MSL.
Multiple Trees beginning 1833' from DER, 681' left of centerline, up to 100' AGL/974' MSL.

TAKE-OFF MINIMUMS:
Rwys 6, 24: STANDARD.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

(ALPHE2.ALPHE) 09295

ALPHE TWO DEPARTURE (RNAV)

SL-5027 (FAA)

CLEVELAND / CUYAHOGA COUNTY (CGF)

CLEVELAND, OHIO

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND, OHIO

CLEVELAND / CUYAHOGA COUNTY (CGF)

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 6, 24: STANDARD.

NOTE: RADAR REQUIRED

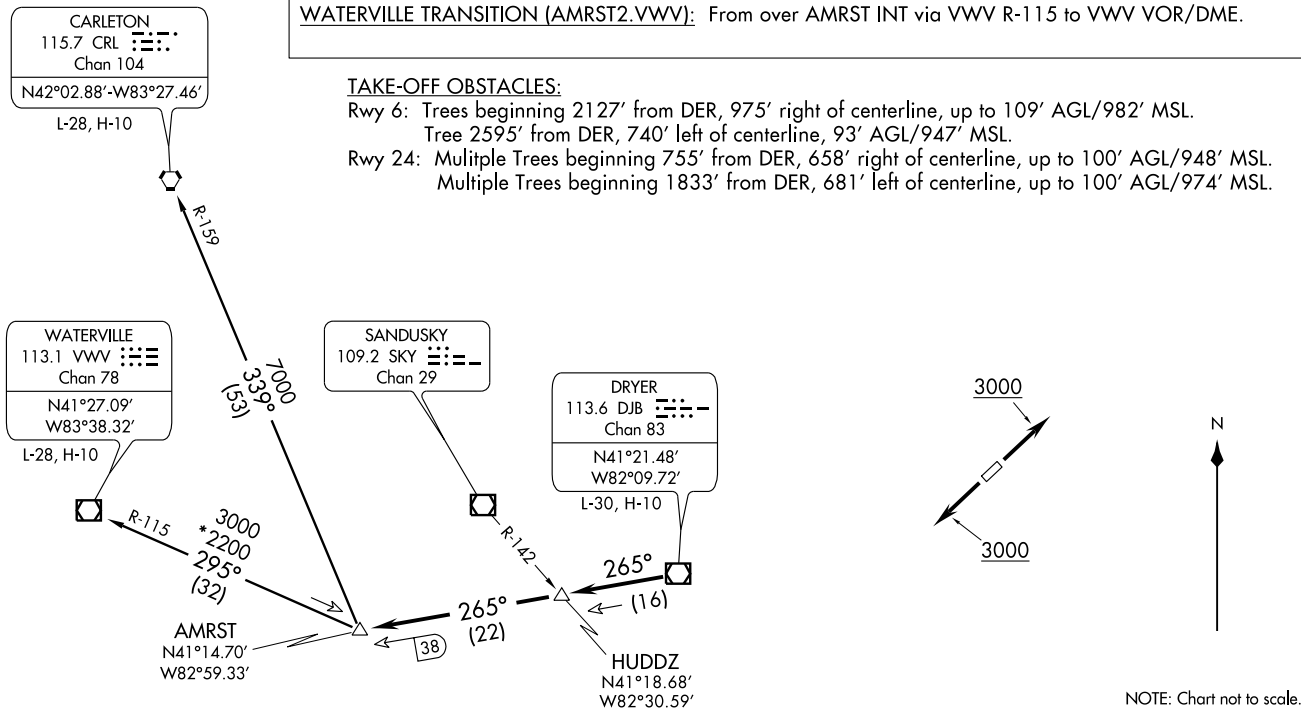
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 6: Trees beginning 2127′ from DER, 975′ right of centerline, up to 109′ AGL/982′ MSL.
Tree 2595′ from DER, 740′ left of centerline, 93′ AGL/947′ MSL.
Rwy 24: Mulitple Trees beginning 755′ from DER, 658′ right of centerline, up to 100′ AGL/948′ MSL.
Multiple Trees beginning 1833′ from DER, 681′ left of centerline, up to 100′ AGL/974′ MSL.

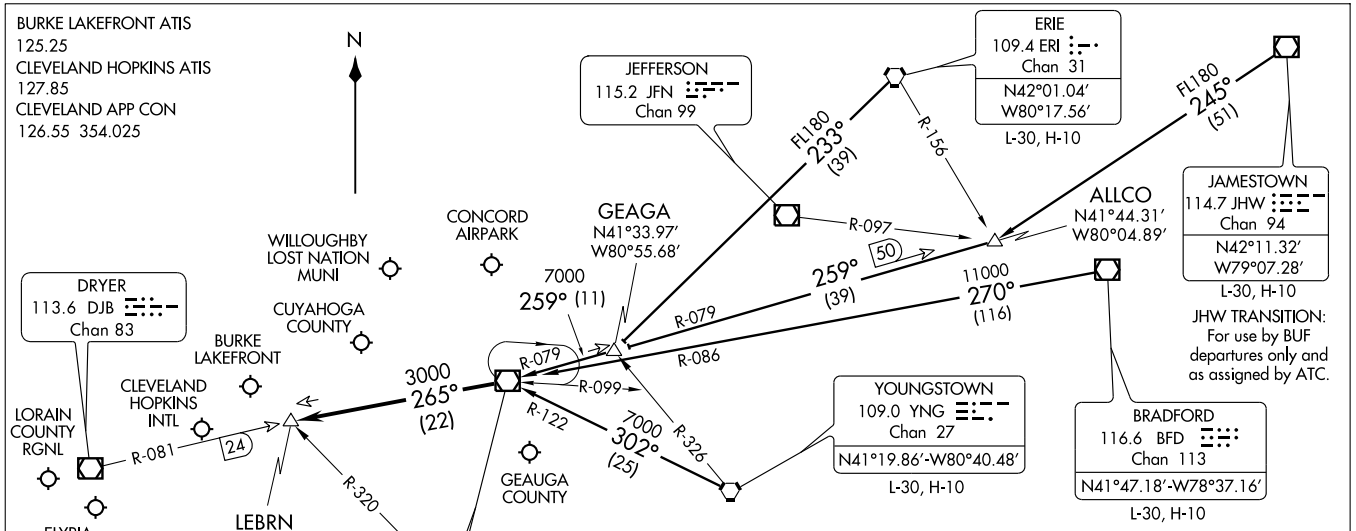


NOTE: Chart not to scale.

SL-5027 (FAA)

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

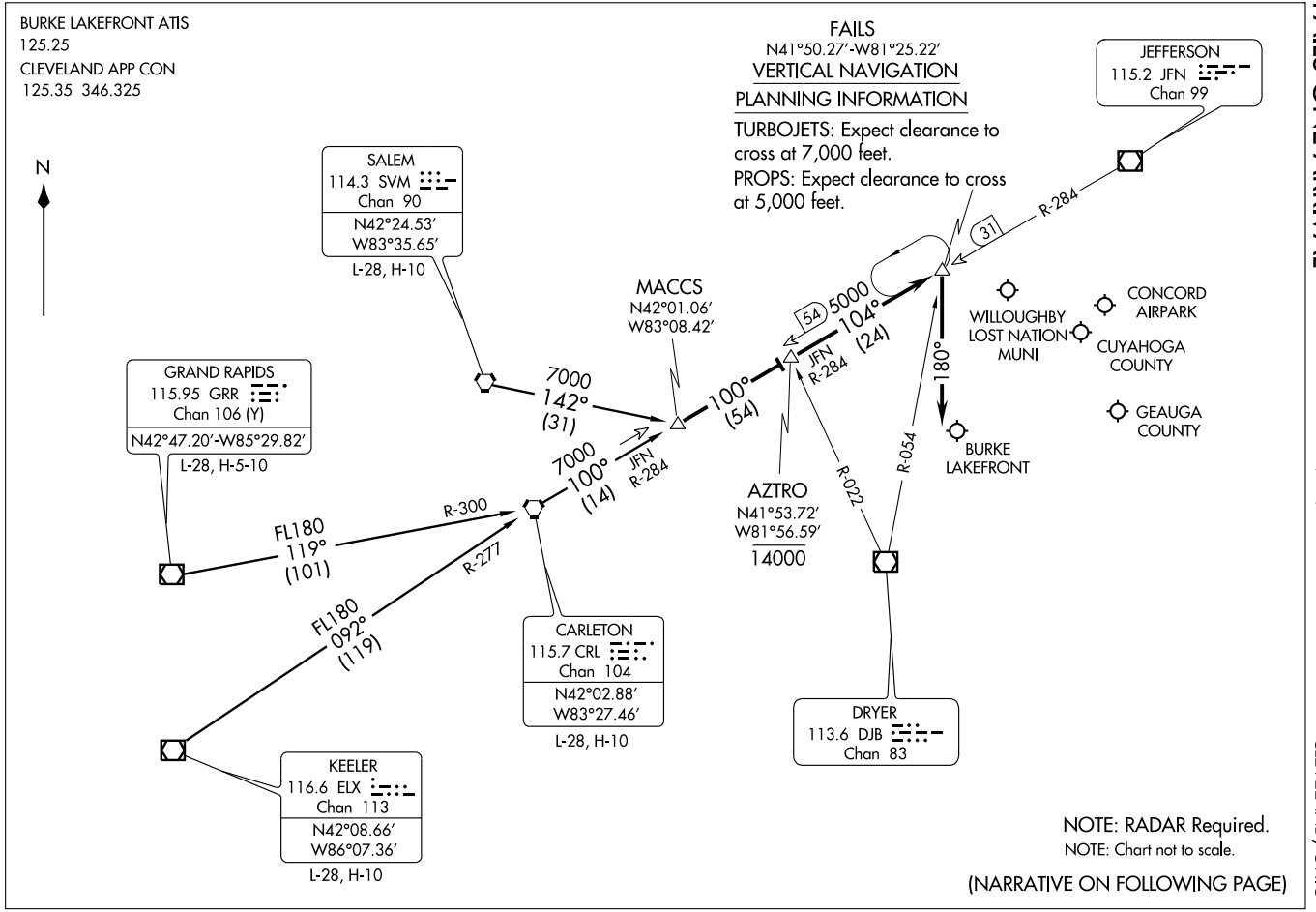
ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

FAILS ONE ARRIVAL

(MACCS.FAILS1) 09183



FAILS ONE ARRIVAL
(MACCS.FAILS1) 09183

CLEVELAND, OHIO

ST-5370 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CGF	APP CRS	Rwy Idg	5102
111.1	237°	TDZE	879
Chan 48		Apt Elev	879

ILS or LOC RWY 24

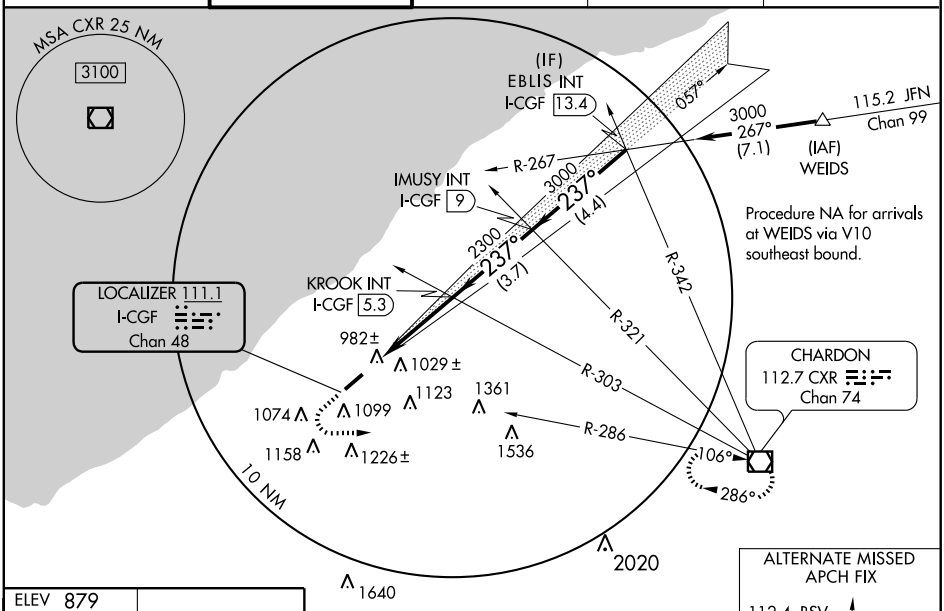
CLEVELAND/CUYAHOGA COUNTY (CGF)

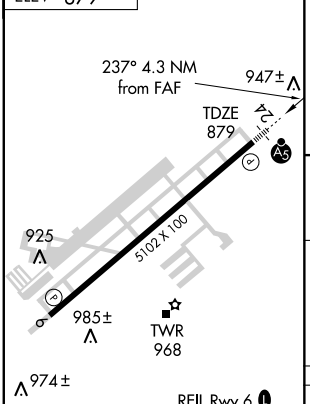
For inoperative MALSR, increase S-LOC 24 Cat A/B/C visibility to 1 mile. Visibility reduction by helicopters NA. For inoperative MALSR, when using Cleveland-Hopkins Intl altimeter setting, increase S-ILS 24 all Cats visibility to 1¼ mile and S-LOC 24 Cat A/B visibility to 1 mile. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase DA 56 feet, and all MDA 60 feet. Increase circling Cat C visibility ¼ mile. VDP NA when using Cleveland-Hopkins Intl altimeter setting.

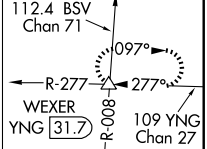
MALSR

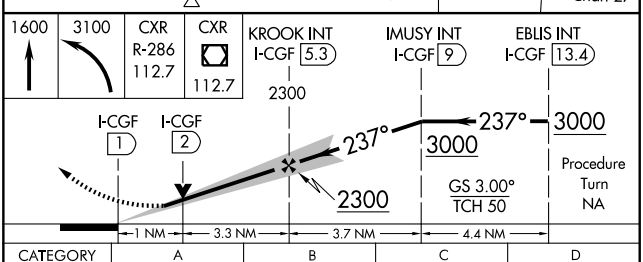
MISSED APPROACH: Climb to 1600, then climbing left turn to 3100 via CXR VOR/DME R-286 to CXR VOR/DME and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95









CATEGORY	A	B	C	D
S-ILS 24	1192-¾		313 (400-¾)	
S-LOC 24	1240-¾		361 (400-¾)	
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

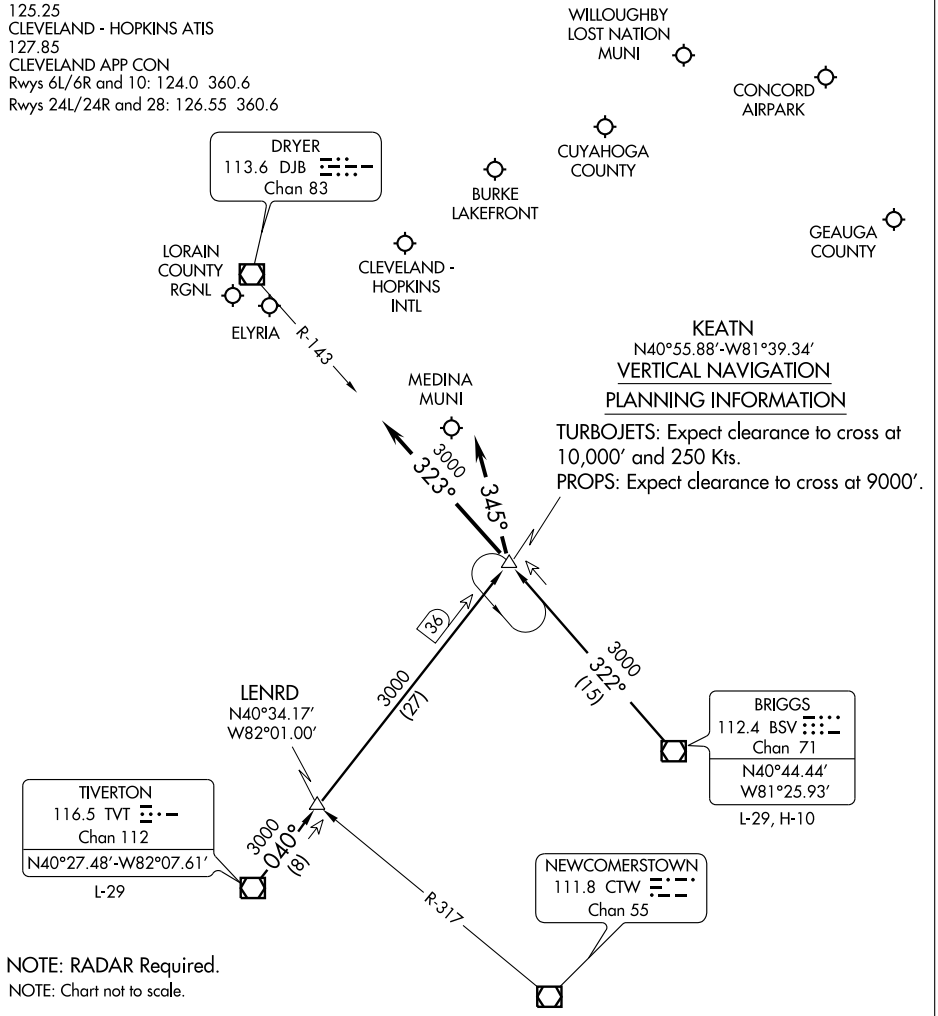
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CGF	APP CRS	Rwy Idg	5102
111.1	057°	TDZE	873
Chan 48		Apt Elev	879

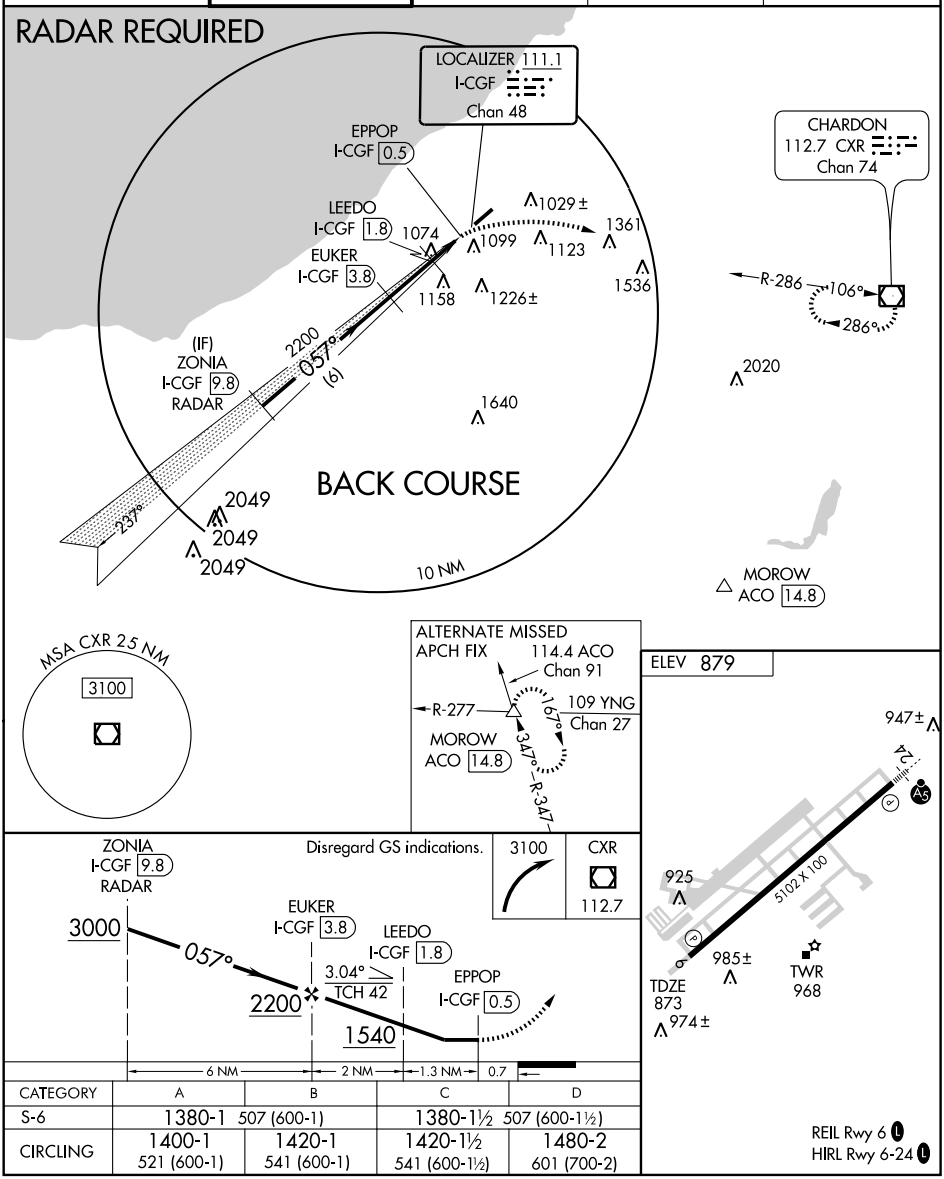
LOC/DME BC RWY 6

CLEVELAND/CUYAHOGA COUNTY (CGF)

T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet and S-6 Cat D and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 direct CXR VOR/DME and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95



CATEGORY	A	B	C	D
S-6	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)

REIL Rwy 6 L
HIRL Rwy 6-24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE
(OBRLN2.OBRLN) 09183
CLEVELAND, OHIO
CLEVELAND / CUYAHOGA COUNTY (CGF)

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence. . .

. . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 6: Trees beginning 2127′ from DER, 975′ right of centerline, up to 109′ AGL/982′ MSL.
Tree 2595′ from DER, 740′ left of centerline, 93′ AGL/947′ MSL.

Rwy 24: Mulitple Trees beginning 755′ from DER, 658′ right of centerline, up to 100′ AGL/948′ MSL.
Multiple Trees beginning 1833′ from DER, 681′ left of centerline, up to 100′ AGL/974′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

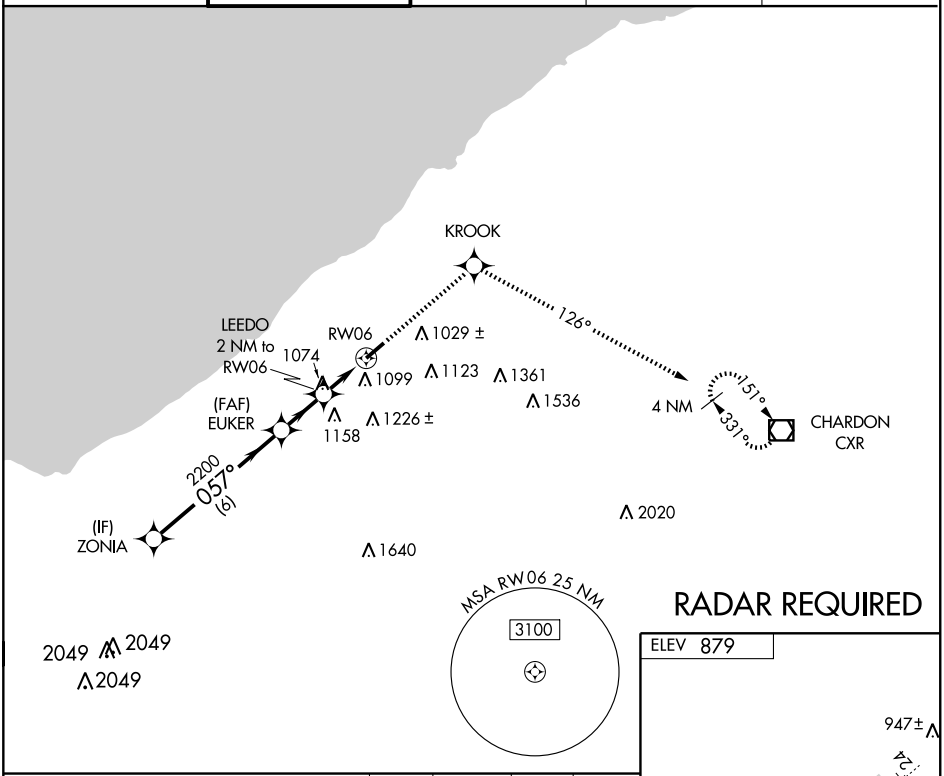
CLEVELAND/CUYAHOGA COUNTY (CGF)

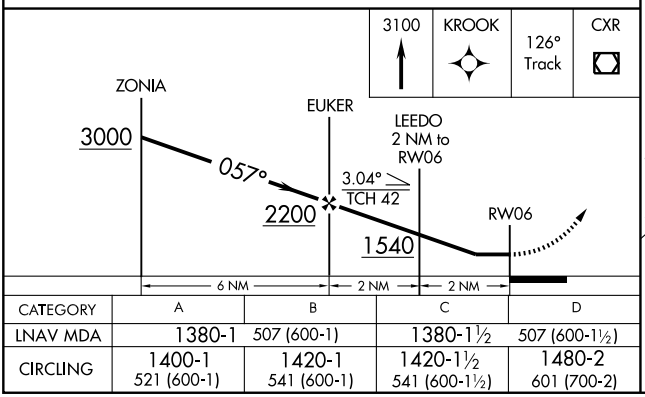
APP CRS	Rwy Idg	5102
057°	TDZE	873
	Apt Elev	879

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet. Increase LNAV Cat D and Circling Cat C visibility ¼ mile.

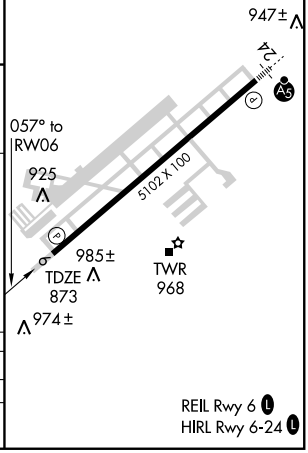
MISSED APPROACH: Climb to 3100 direct KROOK and via 126° Track to CXR VOR/DME and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	1380-1	507 (600-1)	1380-1½	507 (600-1½)
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5102
238°	TDZE	879
	Apt Elev	879

RNAV (GPS) RWY 24

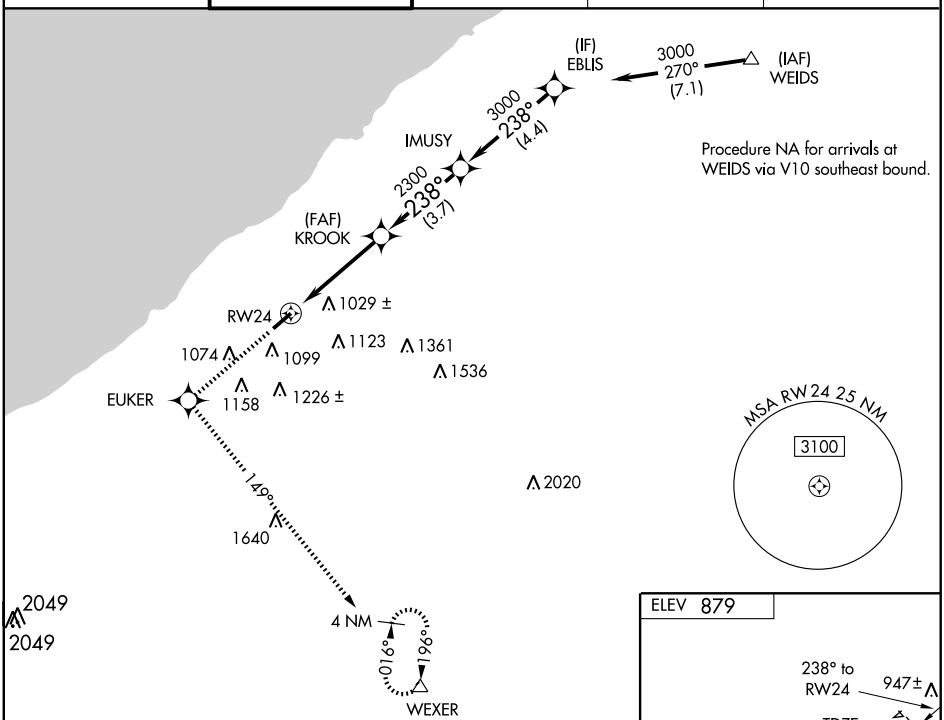
CLEVELAND/CUYAHOGA COUNTY (CGF)

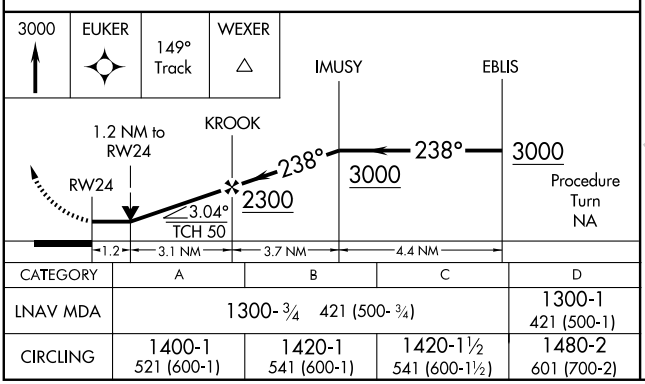
For inoperative MALSR, increase LNAV Cats A/B visibility to 1 mile and Cat D to 1¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicoptors NA. For inoperative MALSR when using Cleveland-Hopkins Intl altimeter setting, increase LNAV Cats A/B visibility to 1mile. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 60 feet and circling Cat C visibility ¼ mile. VDP NA when using Cleveland-Hopkins Intl altimeter setting.

MALSR

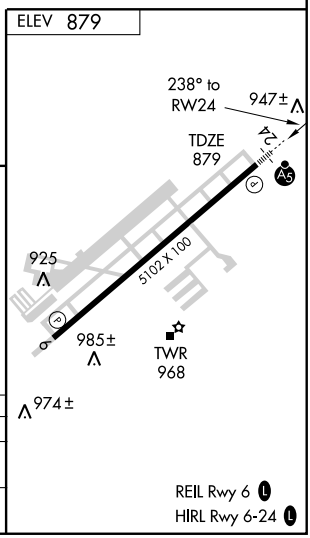
MISSED APPROACH: Climb to 3000 direct EUKER and via 149° Track to WEXER and hold.

CLEVELAND APP CON	COUNTY TOWER★	GND CON	CLNC DEL	UNICOM
125.35 354.025	118.5 (CTAF) L	121.85	121.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	1300-¾ 421 (500-¾)			1300-1 421 (500-1)
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

CLEVELAND/CUYAHOGA COUNTY (CGF)

CLEVELAND, OHIO

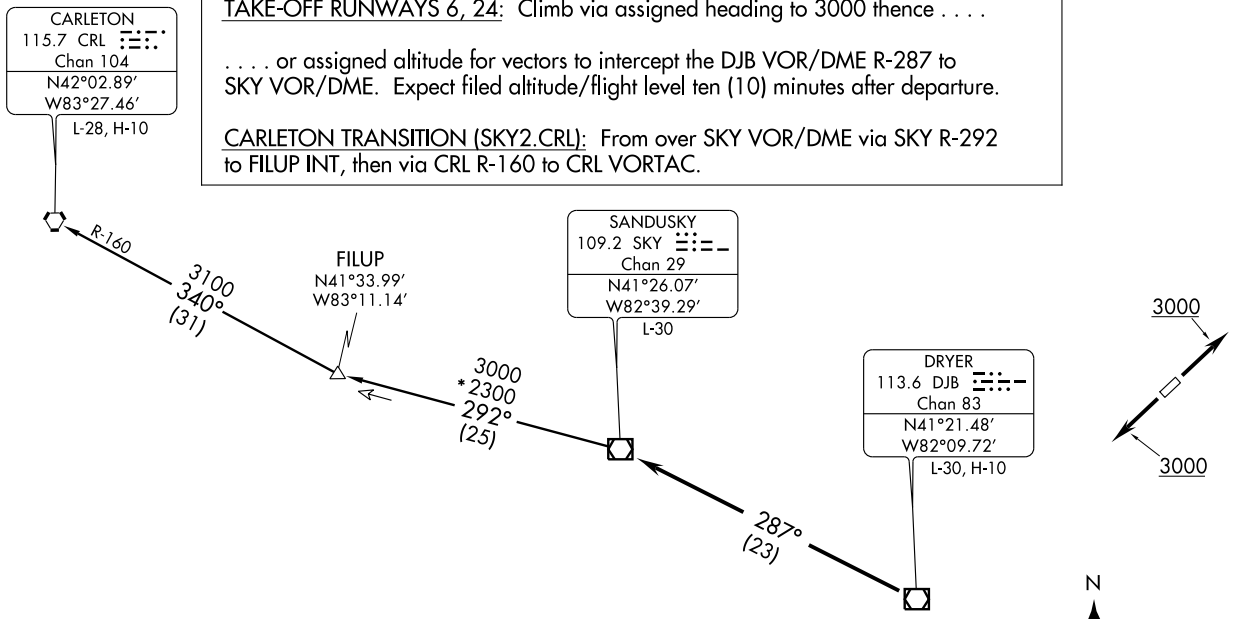
DEPARTURE ROUTE DESCRIPTION

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwy 6, 24 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 6: Trees beginning 2127′ from DER, 975′ right of centerline, up to 109′ AGL/982′ MSL.
Tree 2595′ from DER, 740′ left of centerline, 93′ AGL/947′ MSL.
Rwy 24: Multiple Trees beginning 755′ from DER, 658′ right of centerline, up to 100′ AGL/948′ MSL.
Multiple Trees beginning 1833′ from DER, 681′ left of centerline, up to 100′ AGL/974′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

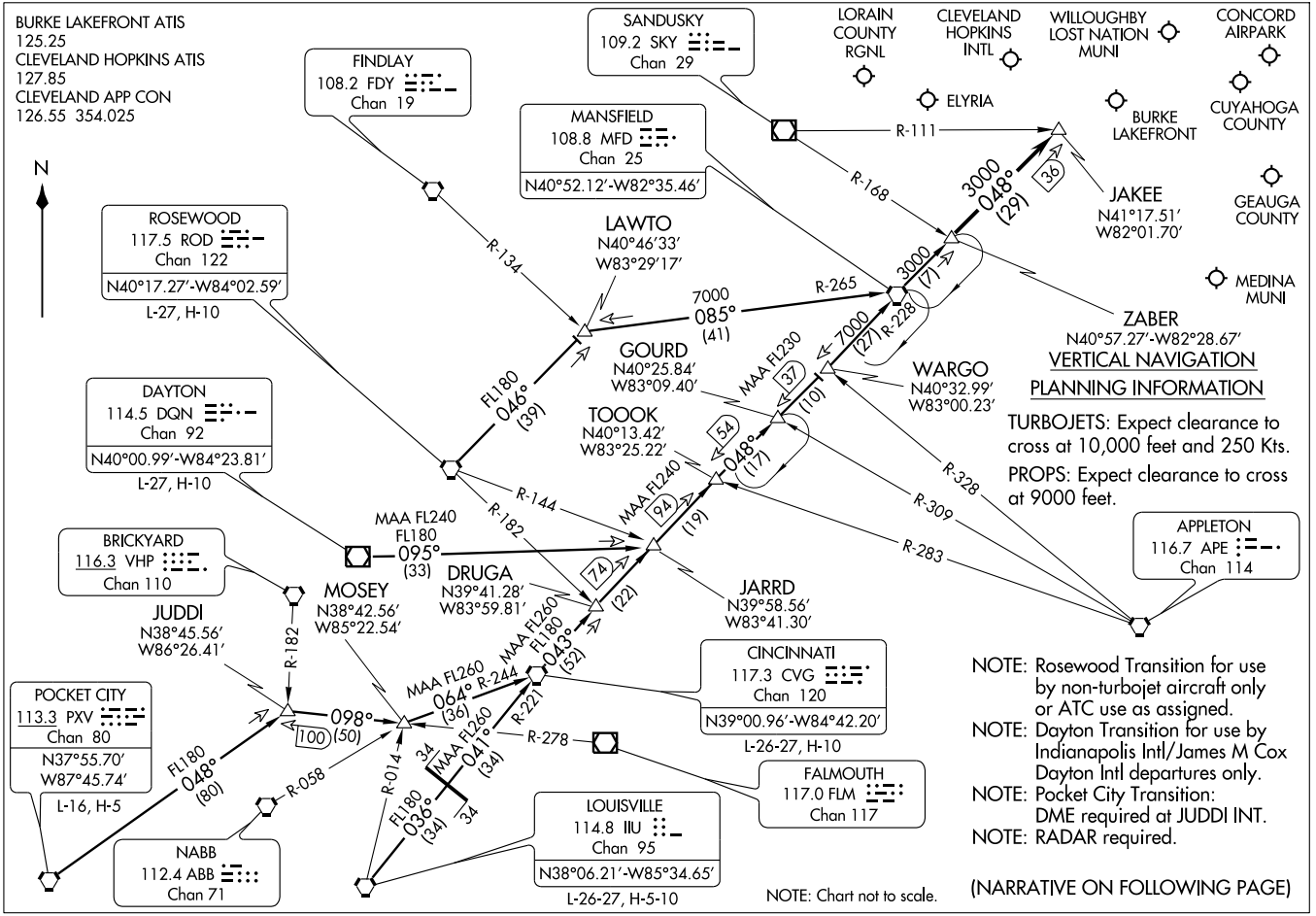
NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
CLEVELAND/CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO

SL-5027 (FAA)

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

10266 AIRPORT DIAGRAM CLEVELAND-HOPKINS INTL (CLE) CLEVELAND, OHIO

ATIS ARR 127.85
DEP 132.375
CLEVELAND TOWER
120.9 273.45 (RWY 06R-24L, 10-28)
124.5 273.45 (RWY 06L-24R)
GND CON
121.7 273.45 (RWY 06R-24L, 10-28)
133.6 273.45 (RWY 06L-24R)
CLNC DEL
125.05 273.45

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 791

D

VAR 8.0° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° W

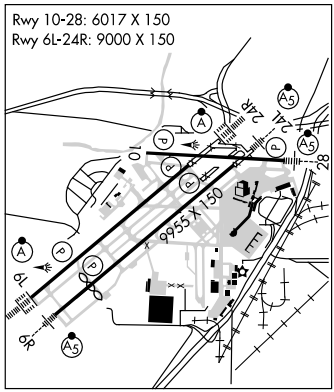
RWY 06L-24R
S-75, D-200, 2S-175, 2D-400
RWY 06R-24L
S-100, D-185, 2S-175, 2D-340
RWY 10-28
S-155, D-200, 2S-175, 2D-400

101.3° 0.5% UP
6017 X 150
281.3°
10
28
41°25'N
ELEV 762
NASA
WEST SIDE CARGO RAMP
238.0°
ELEV 780
ELEV 787
9000 X 150
9955 X 150
TWR 993
HS 1
HS 2
GENERAL AVIATION
U.S. CUSTOMS IMMIGRATION
Pad-1
M1
M2
J2
J1
ELEV 787
FIRE STATION
Pad-2
CARGO
FENCE
POST OFFICE
PAD-5
PAD-7
057.9°
ELEV 770
ELEV 776
41°24'N
GENERAL AVIATION
CARGO/FREIGHT AREA
81°52'W
81°51'W
81°50'W

AL-84 (FAA)

CLEVELAND–HOPKINS INTL (CLE) 9 SW UTC−5(−4DT) N41°24.57′ W81°51.30′ **DETROIT**
791 B S4 **FUEL** 100LL, JET A1 + OX 1, 2, 3, 4 AOE Class I, ARFF Index C **H–10G, L–30G**
NOTAM FILE CLE **IAP, AD**

RWY 06R–24L: H9955X150 (CONC–GRVD) S–100, D–185, 2S–175, 2D–340 HIRL CL
RWY 06R: MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 47′. Thld dsplcd 1926′. Trees.
RWY 24L: MALSR. PAPI (P4R)—GA 3.0° TCH 75′.
RWY 06L–24R: H9000X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–400 HIRL CL
RWY 06L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55′. Trees.
RWY 24R: ALSF2. TDZL. PAPI (P2R)—GA 3.0° TCH 55′.
RWY 10–28: H6017X150 (ASPH–CONC–GRVD) S–155, D–200, 2S–175, 2D–400 HIRL 0.5% up E.
RWY 10: PAPI(P4L). Road.
RWY 28: REIL. MALSR. PAPI(P4R)—GA 3.0° TCH 42′. Pole.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 06R: LDA–8029

AIRPORT REMARKS: Attended continuously. Deer and birds, including waterfowl, on and invof arpt. All apchs are over noise sensitive areas. Arpt late night noise abatement procedures are in effect 0400–1100Z‡. Additional noise abatement procedures are in effect, call arpt manager normal business hrs at 216–265–6090. Twy L2 clsd between Rwy 06R–24L and Twy L: area marked with lgtd barricades and reflectors. The following twys are clsd annually from 15 Oct through 15 Apr to support deicing ops at Cleveland–Hopkins Intl: Twy M, Twy M1 between Twy L and Twy J1, Twy M2 between Twy L and Twy J1, Twy J2 between Twy A and Twy K. Taxilane J south of Twy K restricted to acft with a wingspan of 171′ or less. Pad 2 rstd to Group II acft, less than 79′ wingspan. NASA Glenn Research Center; NASA ramp PPR call 216–433–2020; Mon–Fri 1300–2230Z‡. Contact NASA ops on freq 122.925 within 50 NM. Ldg Fee. Rwys 06L, 24L and 24R runway visual range touchdown, midfield, rollout avbl. Rwy 28 runway visual range touchdown avbl. Flight Notification Service (ADCUS) available Mon–Fri 1200–0200Z‡; Sat–Sun 1400–2200Z‡; all request for svc must be made with the U.S. Customs Svc office lctd at gate A–14 call 216–267–3600 during listed hours. NOTE: All CLE SOIA/PRM users refer to Special Notices Section. NOTE: See Special Notices—ILS Prior (Simultaneous Close Parallel) Procedure For Pilots Filing Flight Plans to Cleveland–Hopkins Intl (CLE). Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (216) 267–9955/9956. TDWR.
COMMUNICATIONS: D–ATIS ARR 127.85 **D–ATIS DEP** 132.375 **UNICOM** 122.95
RCO 122.35 122.2 122.1R 113.6T (CLEVELAND RADIO)
Ⓡ **APP CON** 124.0 (Rwy 06R–24L and Rwy 28) 126.55 and Rwy 28 119.625 (Rwy 06L–24R)
Ⓡ **DEP CON** 118.15 (057°–236°) 128.25 (237°–056°) 125.85
TOWER 120.9 (Rwy 06R–24L and Rwy 10–28) 124.5 135.225 (Rwy 06L–24R)
GND CON 121.7 (Rwy 06R–24L and Rwy 10–28) 133.6 (Rwy 06L–24R)
CLNC DEL 125.05 **PRE–TAXI CLNC** 125.05 **RAMP CTL** 129.17
AIRSPACE: CLASS B: See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 082° 14.2 NM to fld. 780/5W. **HIWAS.**
ILS/DME 109.9 I–HPI Chan 36 Rwy 24L. Class IE.
ILS/DME 111.9 I–CLE Chan 56 Rwy 06R. Class IE.
ILS/DME 110.7 I–PXP Chan 44 Rwy 28. Class IE. Autopilot coupled apch not authorized blow 1080′.
ILS/DME 111.55 I–LIZ Chan 52Y Rwy 06L. CLASS IIIE.
ILS/DME 111.55 I–PVY Chan 52Y Rwy 24R. Class IIIE.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at FSS.

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

ATIS DEP
132.375
CLEVELAND DEP CON
128.25 346.32

TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28: STANDARD.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence . . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

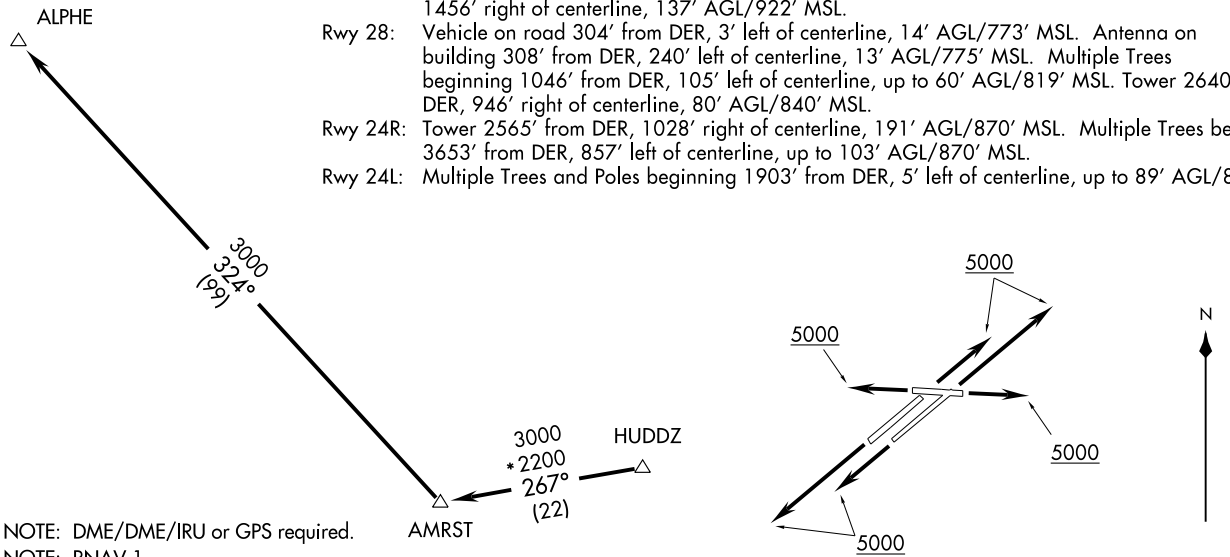
TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL. Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL. Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL. Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL. Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL. Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

SL-84 (FAA)

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09127
CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

ATIS DEP
132.375
CLEVELAND DEP CON
128.25 346.325

TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28: STANDARD.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

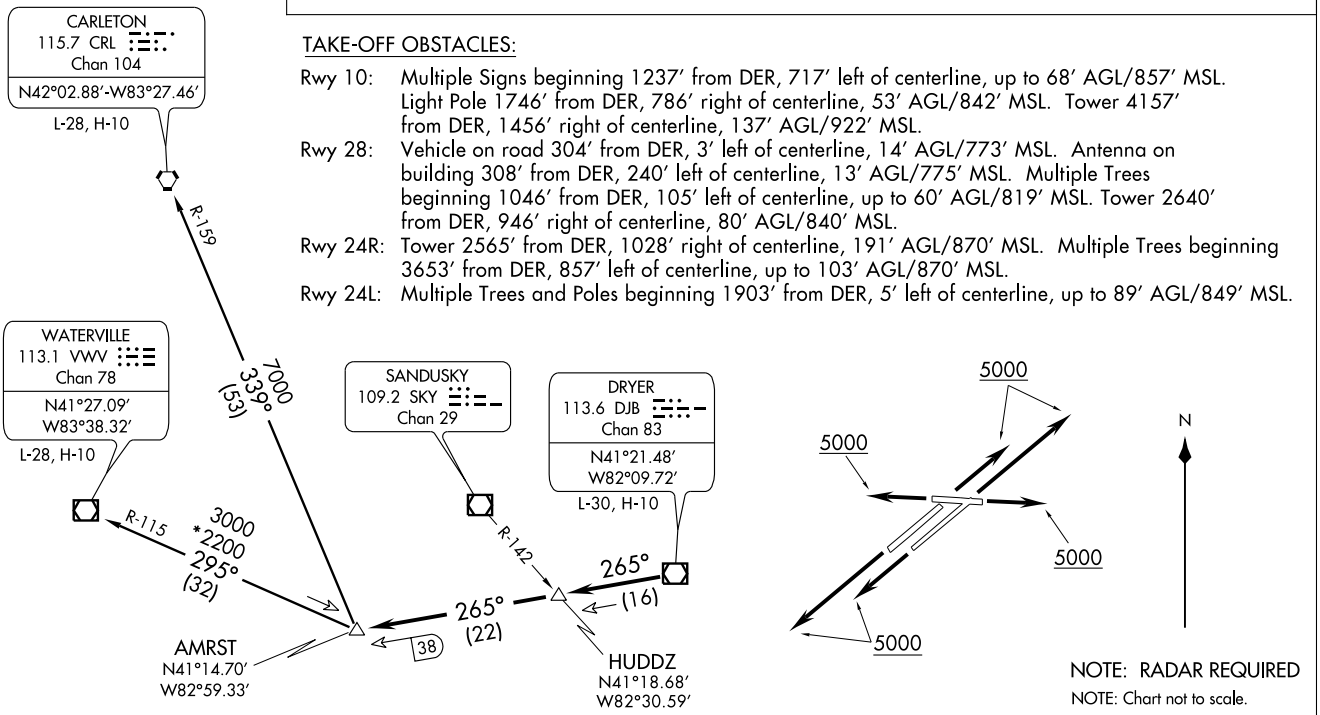
TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL. Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL. Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL. Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL. Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL. Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

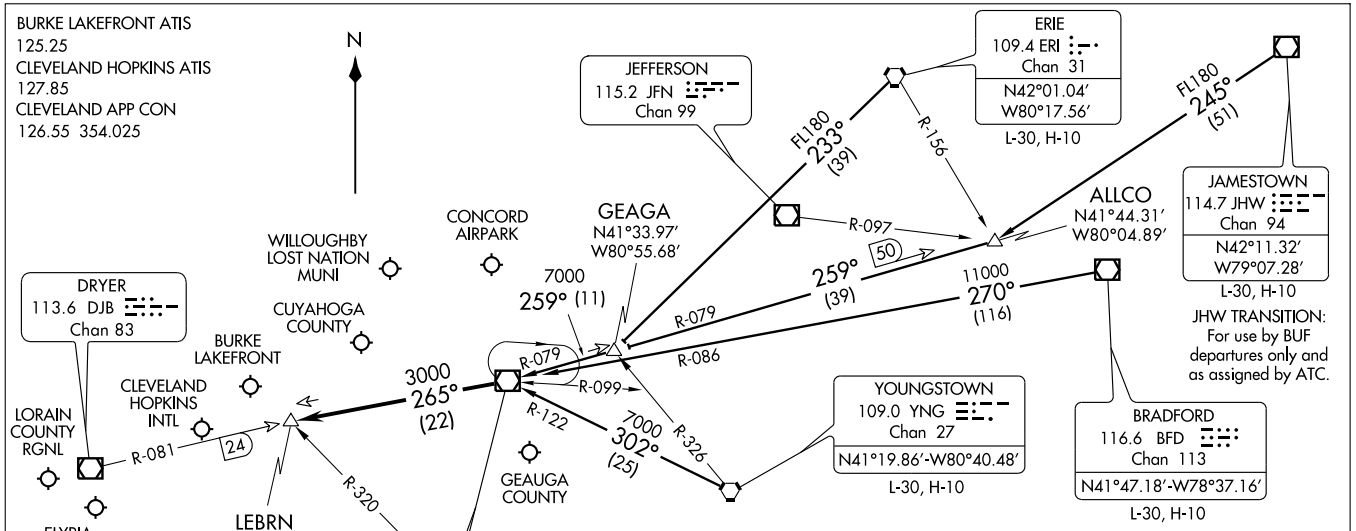
Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.



AMRST TWO DEPARTURE
(AMRST2.AMRST) 09183
CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

CONVERGING ILS RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-PVY	APP CRS	Rwy Idg	9000
111.55	237°	TDZE	780
Chan 52(Y)		Apt Elev	791

Inoperative table does not apply. Simultaneous converging approach authorized with converging ILS Rwy 28.

NA

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 direct SKY VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

MISSED APCH FIX

094° 274° R-094 SANDUSKY SKY 109.2 Chan 29

R-309 029° R-029 209° OTOCE DJB 12.6 113.6 DJB Chan 83 114.4 ACO Chan 91

OTOCE DJB 12.6

10 NM

R-288 057° 6000* 288° (18.9)

LACIK I-PVY 12.8 5000* 237° (3.1) (IAF) PUDSE INT I-PVY 15.9

4000* 237° (3.1)

3000 237° (3.1) 1603 (IF) CIVAC I-PVY 9.6

JEDSU I-PVY 6.5

CHARDON 112.7 CXR Chan 74

982 919± 939± 854± 890± 1019 928 995 2049 2049 2049 1600 1966 1385 1493 1561

LOCALIZER 111.55 I-PVY Chan 52(Y)

MSA DJB 25 NM 3100

ELEV 791 D

237° TDZE 780 845± 24R 24L 6017 X 150 0.5% UP 833 10 881 28 930 993 9000 X 150 9955 X 150 6L 6R 858±

3000 SKY

* When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

VGSI and ILS glidepath not coincident.

JEDSU I-PVY 6.5 CIVAC I-PVY 9.6 LACIK I-PVY 12.8 PUDSE INT I-PVY 15.9

237° *6000 *5000 *4000 3000 3000

GS 3.00° TCH 51

6.8 NM 3.1 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D
S-ILS 24R	2240-2	1460 (1500-2)	2240-3	1460 (1500-3)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010

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LOC/DME I-PXP	APP CRS	Rwy Idg	6017
110.7	280°	TDZE	791
Chan 44		Apt Elev	791

CONVERGING ILS RWY 28

CLEVELAND-HOPKINS INTL (CLE)

NA — Inoperative table does not apply. Simultaneous converging approach authorized with converging ILS Rwy 24R. Autopilot coupled approach NA below 1080.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via heading 180° and DJB VOR/DME R-143 to SAROW INT/DJB 20 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

113.6 DJB R-143 Chan 83 — 142° — SAROW INT BSV 29.7 — 322° — 112.4 BSV R-322 Chan 71 — 108.8 MFD R-069 Chan 25

MSA DJB 25 NM 3100

Procedure NA for arrivals at CXR VOR/DME via V486 eastbound.

IAF CHARDON 112.7 CXR Chan 74

LOCALIZER 110.7 I-PXP Chan 44

ZANGI INT I-PXP 7.7 RADAR — KUYED INT I-PXP 10.7 RADAR — NISYI INT I-PXP 13.7 RADAR — (IF) OPTOO INT I-PXP 16.6 RADAR

PARMA OM

3000 — *4000 — *5000 — 280° (3) (3) (2.9) — R-250 — 100° — 6000* 250° (16.3)

R-314 — R-318 — R-322 — R-327 — 6000* 327° (21.9)

MISSED APCH FIX

113.6 DJB R-143 Chan 83 — SAROW INT DJB 20 — 143° — 112.4 BSV R-322 Chan 71 — 108.8 MFD R-069 Chan 25

RADAR REQUIRED

10 NM

Procedure NA for arrivals at ACO VOR/DME on airway radials 293 CW 347.

IAF AKRON 114.4 ACO Chan 91

ELEV 791 D

6017 X 150 0.5% UP — 9000 X 150 — 9955 X 150 — 6L-6R — 10-28 — 6R-24L — 6L-24R — TDZE 791

3000 hdg 180° — DJB R-143 — SAROW

* When assigned by ATC, intercept glidepath at KUYED, 4000; or NISYI, 5000; or OPTOO, 6000.

ZANGI INT I-PXP 7.7 RADAR — KUYED INT I-PXP 10.7 RADAR — NISYI INT I-PXP 13.7 RADAR — OPTOO INT I-PXP 16.6 RADAR

3000 — *4000 — *5000 — 280° — *6000 — GS 3.00° TCH 42

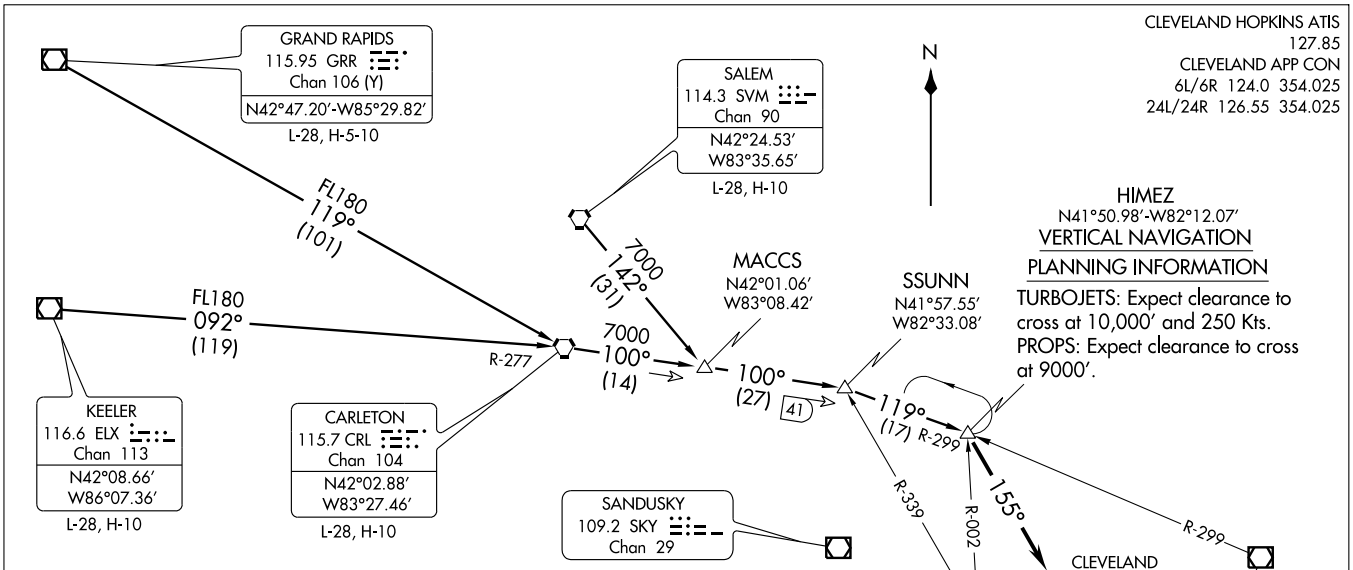
6.7 NM — 3 NM — 3 NM — 2.9 NM

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CATEGORY	A	B	C	D
S-ILS 28	1791-2 1000 (1000-2)		1791-3 1000 (1000-3)	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.HIMEZ2): From over CRL VORTAC via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.HIMEZ2): From over GRR VOR/DME via GRR R-119 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

KEELER TRANSITION (ELX.HIMEZ2): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

SALEM TRANSITION (SVM.HIMEZ2): From over SVM VORTAC via SVM R-142 to MACCS INT, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

. . . . From over HIMEZ INT, fly heading 155°. Expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)

07354

ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME	APP CRS		24R	24L
I-PVY		Rwy Idg	9000	9955
111.55	237°	TDZE	780	787
Chan 52 (Y)		Apt Elev	791	791

Inoperative table does not apply to sidestep 24L.

24L MALSR (A5) 24R ALSF-2 (A)

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

WAMDO SKY 23

109.2 SKY R-105 Chan 29 105° 285°

10 NM

(IAF) PUDSE INT I-PVY 15.9

R-288 057° *5000 237° (3.11) *6000 288° (18.9)

*4000 237° (3.11) LACIK I-PVY 12.8

3000 237° (3.11) 1603 (IF) CIVAC I-PVY 9.6

FIDIN I-PVY 2.1 JEDSU I-PVY 6.5

MISSED APCH FIX

DRYER DJB 113.6 Chan 83

R-257 077° 257°

CHARDON 112.7 CXR Chan 74

879± 919± 910 939± 956 982 854± IM 1019 928 890± 995 2049 2049 1600 1966 1385 1493

LOCALIZER 111.55 I-PVY Chan 52(Y)

MSA DJB 25 NM 3100

1561

DME REQUIRED

ELEV 791 D 237° 6.8 NM from FAF

TDZE 780 845± TDZE 787 833 881 930 993 858±

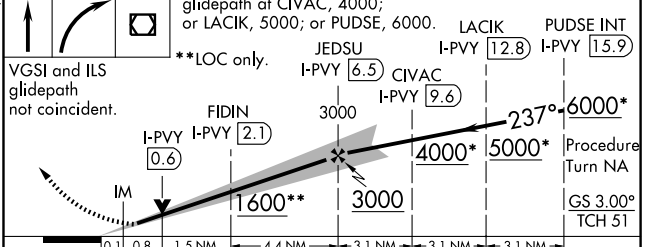
6017 X 150 0.5% UP 9000 X 150 9955 X 150

1700 3000 DJB

VGSI and ILS glidepath not coincident.

*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

**LOC only.



CATEGORY	A	B	C	D
S-ILS 24R	980/18 200 (200-½)			
S-LOC 24R	1140/24 360 (400-½)			1140/40 360 (400-¾)
SIDESTEP 24L	1260/60 473 (500-1¼)		1260-1¾ 473 (500-1¾)	1260-2¼ 473 (500-2¼)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

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EC-2, 21 OCT 2010 to 18 NOV 2010

10238

ILS or LOC RWY 6L

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-LIZ	APP CRS		6L	6R
111.55	057°	Rwy ldg	9000	8029
Chan 52 (Y)		TDZE	773	777
		Apt Elev	791	791

Inoperative table does not apply to Sidestep 6R. Sidestep maneuver not authorized prior to passing HADOS INT.

6L ALSF-2 (A) | 6R MALSR (A5)

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT/20 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX: WAMDO SKY 23 RADAR; 109.2 SKY R-105 Chan 29; 105°–285°

PASLE DJB 20 ACO 39.9; 234°/054°; R-319; 114.4 ACO Chan 91

10 NM; DJB R-054

LOCALIZER 111.55 I-LIZ Chan 52 (Y)

CHARDON 112.7 CXR Chan 74

DRYER 113.6 DJB Chan 83

WAMDO SKY 23 RADAR

109.2 SKY R-105 Chan 29

R-094; R-105

3000 (6.5) 149°

2800 (6) 057°

HADOS INT I-LIZ 5.4

SASCO INT I-LIZ 7.9

(IF/IAF) DUPAY INT I-LIZ 13.9

MSA DJB 25 NM 3100

057° 1 min 237°; R-149; 237°

3100 to DUPAY 256° (43.9)

ELEV 791 D

6017 X 150 0.5% UP; 9000 X 150; 9955 X 150

TDZE 773; TDZE 777 858±

057° 6.1 NM from FAF

One Minute Holding Pattern: DUPAY INT I-LIZ 13.9; SASCO INT I-LIZ 7.9; 1800; 3000 hdg 350°; DJB R-054; PASLE

3000 ← 237° / 057° →; 057°; 2800; HADOS INT I-LIZ 5.4; * I-LIZ 2.9; IM I-LIZ 1.8; 2800; *2000

VGSI and ILS glidepath not coincident.

GS 3.00° TCH 55

*LOC only.

6 NM | 2.5 | 2.5 | 0.9 | 0.2

CATEGORY	A	B	C	D
S-ILS 6L	973/18 200 (200-½)			
S-LOC 6L	1140/24 367 (400-½)			1140/40 367 (400-¾)
SIDESTEP 6R	1180/60 403 (400-1¼)		1180-1½ 403 (400-1½)	1180-2 403 (400-2)
CIRCLING	1300-1 509 (600-1)		1320-1½ 529 (600-1½)	1380-2 589 (600-2)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

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EC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-CLE	APP CRS		6R	6L
111.9	057°	Rwy Idg	8029	9000
Chan 56		TDZE	777	773
		Apt Elev	791	791

Inoperative table does not apply to Sidestep 6L Cats A and B.

6L ALSF-2 (A) 6R MALSR (As)

MISSED APPROACH: Climbing right turn to 3000 via heading 072° and CXR VOR/DME R-265 to LEBRN INT/CXR 22 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

R-320 081° R-081 R-265 261° 113.6 DJB Chan 83 112.7 CXR Chan 74 LEBRN CXR 22 DJB 24.1 114.4 ACO Chan 91

LOCALIZER 111.9 I-CLE Chan 56

CHARDON 112.7 CXR Chan 74

DRYER 113.6 DJB Chan 83

LEBRN CXR 22 DJB 24.1

3100 to SERLE 255° (43.5)

3000 NoPT 146° (6.7)

(IF/IAF) SERLE INT I-CLE 13.7 RADAR

2800 057° (6)

TUBOE INT I-CLE 7.7 RADAR

R-104 R-255 R-146

MSA DJB 25 NM 3100

10 NM

One Minute Holding Pattern

SERLE INT I-CLE 13.7 RADAR

TUBOE INT I-CLE 7.7 RADAR

3000 hdg 072° CXR R-265 LEBRN

3000 237° 057° 2800 057° I-CLE 2.6 I-CLE 1.6

GS 3.00° TCH 57

VGSI and ILS glidepath not coincident.

6 NM 5.1 NM 1 NM

ELEV 791 D

TDZE 773 TDZE 777 858± 845± 833 930 881 993 9000 X 150 9955 X 150 6017 X 150 +0.5% UP 24L 24R 10 28 6L-24R 6R-24L

057° 6.1 NM from FAF

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CATEGORY	A	B	C	D
S-ILS 6R	977/18 200 (200-½)			
S-LOC 6R	1140/24 363 (400-½)			1140/40 363 (400-¾)
SIDESTEP 6L	1140/60 367 (400-1¼)			1140-1¾ 367 (400-1¾)
CIRCLING	1300-1 509 (600-1)		1320-1½ 529 (600-1½)	1360-2 569 (600-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 24L
CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-HPI	APP CRS		24R	24L
109.9	237°	Rwy Idg	9000	9955
Chan 36		TDZE	780	787
		Apt Elev	791	791

Inoperative table does not apply to Sidestep 24R. DME or RADAR required.

24L MALSR | 24R ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 200° and DJB R-143 to SAROW INT/DJB 20 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

CAUTION: Burke Lakefront OM may be received in intermediate segment.

MISSED APCH FIX
113.6 DJB R-143 Chan 83
SAROW DJB 20
143°
323°
108.8 MFD R-069 Chan 25
112.4 BSV R-322 Chan 71

(IAF) FUVEN I-HPI 17.3 RADAR
057°
NATON I-HPI 14.4 RADAR
(IF) CAASS I-HPI 11.5 RADAR
SCOTZ I-HPI 8.5 RADAR
BLESU I-HPI 3.8 RADAR
*5000
*4000
3000
237°
(2.9)
(3)
1603
R-287
6000*
287°
(19.1)
BURKE LAKEFRONT I-BFT OM
CHARDON 112.7 CXR Chan 74

LOCALIZER 109.9 I-HPI Chan 36

Sidestep maneuver not authorized prior to BLESU.

MSA DJB 25 NM
3100
879± 910 919± 874± 982 854± 939± 956 890± 1019 928 995 2049 2049 2049 1600 1966
10 NM

ALTERNATE MISSED APCH FIX
113.6 DJB R-143 Chan 83
SAROW BSV 29.7
142°
322°
108.8 MFD R-069 Chan 25
112.4 BSV R-322 Chan 71

ELEV 791 D
237° 6.7 NM from FAF
TDZE 780
TDZE 787
845± 833 881 930 993
6017 X 150 0.5% UP
9000 X 150
9955 X 150
858±
6L 24R

DME or RADAR REQUIRED

1300 | 3000 hdg 200° | DJB R-143 | SAROW

* When authorized by ATC, intercept glidepath at 4000; or 5000; or 6000.
LOC only

VGSI and ILS glidepath not coincident.
I-HPI 1.8
I-HPI 2.7
BLESU I-HPI 3.8 RADAR
SCOTZ I-HPI 8.5 RADAR
CAASS I-HPI 11.5 RADAR
NATON I-HPI 14.4 RADAR
FUVEN I-HPI 17.3 RADAR
3000
237°
*4000
*5000
*6000
#1460
GS 3.00°
TCH 51
0.9 | 1.1 NM | 4.7 NM | 3 NM | 3 NM | 2.9 NM

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

CATEGORY	A	B	C	D
S-ILS 24L	987/18 200 (200-½)			
S-LOC 24L	1140/24 353 (400-½)			1140/40 353 (400-¾)
SIDESTEP 24R	1140/60 360 (400-1¼)		1140-1½ 360 (400-1½)	1140-2 360 (400-2)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PXP	APP CRS	Rwy Idg	6017
110.7	280°	TDZE	791
Chan 44		Apt Elev	791

ILS or LOC RWY 28

CLEVELAND-HOPKINS INTL (CLE)

Autopilot coupled approach NA below 1080.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX
094°
274° R-094
SANDUSKY
109.2 SKY
Chan 29

Procedure NA for arrivals at CXR VOR/DME via V486 eastbound.

IAF
CHARDON
112.7 CXR
Chan 74

10 NM

LOCALIZER 110.7
I-PXP
Chan 44

ZANGI INT
I-PXP 7.7
RADAR

KUYED INT
I-PXP 10.7
RADAR

NISYI INT
I-PXP 13.7
RADAR

(IF)
OPTOO INT
I-PXP 16.6
RADAR

1603
1183
964
939±
956
919±
982
854±
928
890±
1019
995
2049
2049
2049
1966
1600
1385
1493
1561

3000
*4000
*5000
280°
280°
280°
(3)
(3)
(2.9)
PARMA OM

*6000
250°
(16.3)
R-250
100°
R-322
R-327
R-318
R-314
*6000
327°
(21.9)

MISSED APCH FIX
DRYER
113.6 DJB
Chan 83
R-257 077° 257°

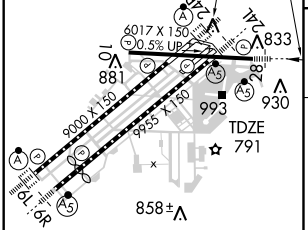
MSA DJB 25 NM
3100

IAF
AKRON
114.4 ACO
Chan 91

Procedure NA for arrivals at ACO VOR/DME on airway radials 293 CW 347.

ELEV 791 D

280° 6.7 NM from FAF

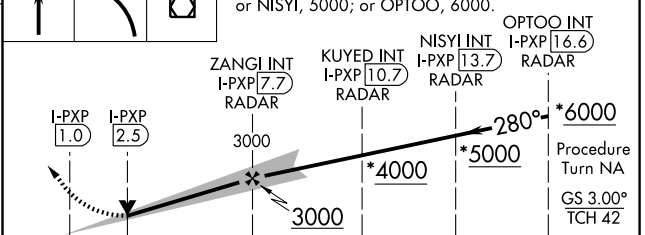


TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

1400	3000	DJB

*When assigned by ATC, intercept glidepath at KUYED, 4000; or NISYI, 5000; or OPTOO, 6000.



CATEGORY	A	B	C	D
S-ILS 28	991/24 200 (200-½)			
S-LOC 28	1300/24 509 (600-½)		1300/50 509 (600-1)	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CLEVELAND, OHIO

AL-84 (FAA)

ILS PRM RWY 6L
(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-LIZ	APP CRS	Rwy Idg	9000
111.55	057°	TDZE	773
Chan 52 (Y)		Apt Elev	791

Procedure NA when glideslope not available. Simultaneous approach authorized with LDA Rwy 6R. Dual VHF Comm required. See additional requirements on PRM information page. Runway 6L and 6R separated by 1241 feet centerline to centerline.

NA

ALSF-2

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT/20 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45
		PRM 118.975	

CLNC DEL 125.05 273.45

MSA DJB 25 NM
3100

10 NM

234°
054°

PASLE
DJB 20
ACO 39.9

R-319
114.4 ACO
Chan 91

1603

R-054

DRYER
113.6 DJB
Chan 83

LOCALIZER 111.55
I-LIZ
Chan 52 (Y)

982
919±
939±
854±
956

SASCO INT
I-LIZ 7.9

928
890±
1019
995
2049
2049
2049
1600
1966
1385
1493
1561

R-105
R-129
R-149

4000
057°
(2.4)

054°
LDA Rwy 6R

BASHR INT
I-LIZ 11.5

237°

DUPAY INT
I-LIZ 13.9

ELEV 791 D

845±
833
881
993
930
858±

TDZE
773

6017 X 150
0.5% UP
9000 X 150
9955 X 150

RADAR REQUIRED

DUPAY INT
I-LIZ 13.9

BASHR INT
I-LIZ 11.5

SASCO INT
I-LIZ 7.9

4000
057°
4000
057°
2800

GS 3.00°
TCH 55

VGSI and ILS glidepath not coincident.

1800	3000 hdg 350°	DJB R-054	PASLE

2.4 NM | 3.6 NM | 6.1 NM

CATEGORY	A	B	C	D
S-ILS 6L	973/18 200 (200-½)			

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

Condensed Briefing Point:

When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 6L approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The applicable MVA is 2,700 feet at CLE.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA TRAFFIC:** While conducting this ILS/PRM approach to Runway 6L, other aircraft may be conducting the Offset LDA/PRM approach to Runway 6R. These aircraft will approach from the right-rear and will re-align with 6R after making visual contact with the ILS traffic.

EC-2, 21 OCT 2010 to 18 NOV 2010

CLEVELAND, OHIO

AL-84 (FAA)

ILS PRM RWY 24R
(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-PVY	APP CRS	Rwy ldg	9000
111.55	237°	TDZE	780
Chan 52 (Y)		Apt Elev	791

NA — Procedure NA when glideslope not available. Simultaneous close parallel approach authorized with LDA PRM Rwy 24L. Dual VHF comm required. Runways 24R and 24L separated by 1241 feet centerline to centerline. See additional requirements on adjacent information page.

ALSF-2

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45
			PRM 118.975			

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

WAMDO
SKY 23
RADAR

109.2 SKY
R-105
Chan 29
105°
285°

(IAF)
LACIK
I-PVY 12.8
057°

CIVAC
I-PVY 9.6
4000
237°
(3.1)

JEDSU
I-PVY 6.5
1603

10 NM

LOCALIZER 111.55
I-PVY
Chan 52(Y)

FIDIN
I-PVY 2.1

DRYER
113.6 DJB
Chan 83

R-257
077°
257°

982 919± 854± 939± 956 IM 928 890± 995 1019 2049 2049 2049 1600 1966 1385 1493 1561

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

MSA DJB 25 NM
3100

RADAR and DME REQUIRED

ELEV 791 D

237°
TDZE
780
845±
6017 X 150
0.5% UP
833
881
993
930
9000 X 150
9955 X 150
858±

1700 | 3000 | DJB

VGSI and ILS glidepath not coincident.

CIVAC I-PVY 9.6 4000 237° 4000
JEDSU I-PVY 6.5 3000
LACIK I-PVY 12.8 4000
FIDIN I-PVY 2.1
IM 1600
GS 3.00°
TCH 51

0.1 | 2.3 | 4.4 NM | 3.1 NM | 3.1 NM

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CATEGORY	A	B	C	D
S-ILS 24R	980/18 200 (200-½)			

CLEVELAND, OHIO
Orig-B 26AUG10

41°25'N - 81°51'W

CLEVELAND-HOPKINS INTL (CLE)

(SIMULTANEOUS CLOSE PARALLEL)
ILS PRM RWY 24R

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Condensed Briefing Point:

- **When instructed, immediately switch to the tower frequency and select the monitor frequency audio.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 24R and LDA/PRM 24L approaches are in progress, pilots should brief to fly the ILS/PRM 24R approach. If later advised to expect an ILS 24R approach, the ILS PRM 24R chart may be used after completing the following briefing items:

   a. Minimums and missed approach procedures are unchanged.
   b. Monitor frequency no longer required.
   c. A lower glideslope intercept altitude may be assigned when advised to expect ILS 24R approach.

   Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The applicable MVA is 2,600 feet at CLE.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **LDA Traffic:** While conducting this ILS/PRM 24R approach, other aircraft may be conducting the Offset LDA/PRM 24L approach. These aircraft will approach from the left-rear and will re-align with 24L after making visual contact with the ILS traffic.

5. **Glide Slope Navigation:** Descent on the glide slope meets any published crossing restriction.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

EC-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 6L (CAT II)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-LIZ	APP CRS	Rwy Idg	9000
111.55	057°	TDZE	773
Chan 52 (Y)		Apt Elev	791

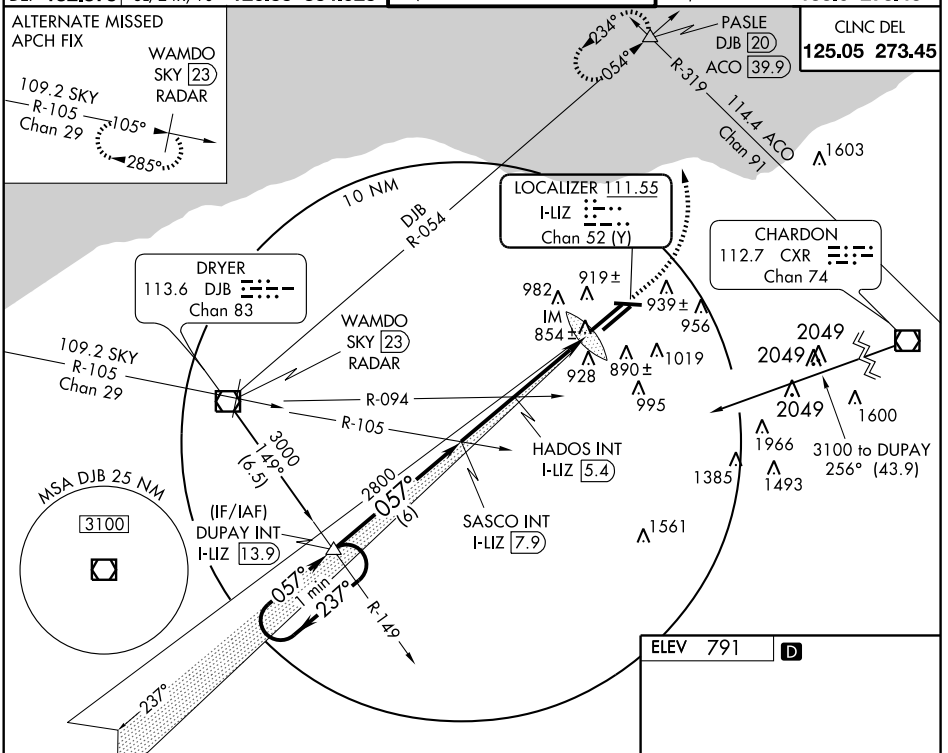
ALSF-2

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT/20 DME and hold

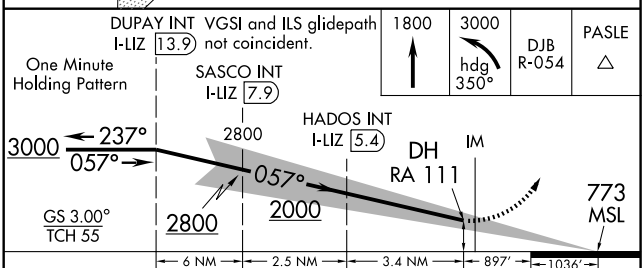
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

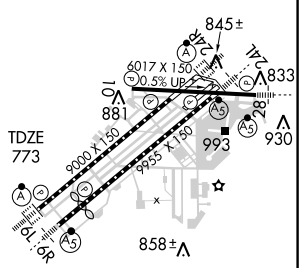
CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX: WAMDO SKY 23 RADAR; 109.2 SKY R-105 Chan 29; 105°–285°



ELEV 791 D





TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LIZ	APP CRS	Rwy Idg 9000
111.55	057°	TDZE 773
Chan 52 (Y)		Apt Elev 791

ILS RWY 6L (CAT III)

CLEVELAND-HOPKINS INTL (CLE)

ALSF-2

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via heading 350° and DJB R-054 to PASLE INT/20 DME and hold

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX

WAMDO
SKY 23
RADAR

109.2 SKY
R-105
Chan 29

105°
285°

PASLE
DJB 20
ACO 39.9

234°
054°
R-319
114.4 ACO
Chan 91

1603

10 NM
DJB
R-054

LOCALIZER 111.55
I-LIZ
Chan 52 (Y)

CHARDON
112.7 CXR
Chan 74

DRYER
113.6 DJB
Chan 83

982
919±
939±
956
IM
854±
928
890±
1019
995

2049
2049
2049
1600

R-094
R-105

3000
149°
(6.5)

HADOS INT
I-LIZ 5.4

1966
3100 to DUPAY
256° (43.9)
1385
1493

MSA DJB 25 NM
3100

(IF/IAF)
DUPAY INT
I-LIZ 13.9

2800
057°
(6)

SASCO INT
I-LIZ 7.9

1561

057°
1 min
237°
R-149

237°

ELEV 791 D

DUPAY INT
I-LIZ 13.9

VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

SASCO INT
I-LIZ 7.9

HADOS INT
I-LIZ 5.4

1800 | 3000 hdg 350° | DJB R-054 | PASLE

3000 ← 237°
057° →
2800
057°
2000
IM
872
773 MSL

GS 3.00°
TCH 55

2800

6 NM — 2.5 NM — 3.4 NM — 879' — 1036'

CATEGORY	A	B	C	D
S-ILS 6L	CAT IIIa RVR 07			
S-ILS 6L	CAT IIIb RVR 06			
S-ILS 6L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

845±
6017 X 150
0.5% UP
833
881
TDZE 773
9000 X 150
9955 X 150
993
930
858±
6L
6R

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 24R (CAT II)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME	APP CRS	Rwy Idg	9000
I-PVY 111.55 Chan 52(Y)	237°	TDZE	780
		Apt Elev	791

ALSF-2

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX
WAMDO
SKY 23
109.2 SKY R-105 Chan 29
105°
285°

(IAF) PUDSE INT I-PVY 15.9
057°
10 NM
R-288
057°
*5000
237°
(3.1)
*6000
288°
(18.9)
*4000
237°
(3.1)
LACIK I-PVY 12.8
3000
237°
(3.1)
1603
(IF) CIVAC I-PVY 9.6

LOCALIZER 111.55
I-PVY
Chan 52(Y)

MISSED APCH FIX
DRYER
DJB
113.6
Chan 83
R-257-077°
257°

FIDIN I-PVY 2.1
JEDSU I-PVY 6.5

CHARDON
112.7 CXR
Chan 74

879±
919±
910
982
939±
956
854±
IM
1019
928
890±
995
2049
2049
2049
1600
1966
1385
1493

MSA DJB 25 NM
3100

ELEV 791 D

1561

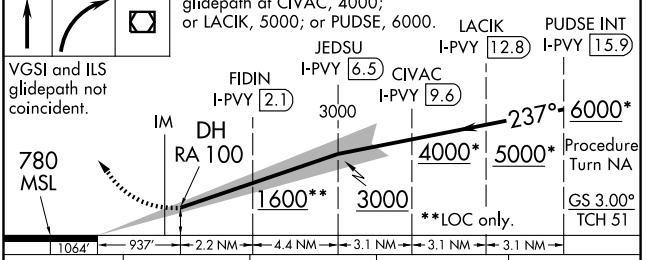
DME REQUIRED

TDZE 780
845±
6017 X 150
0.5% UP
833
881
930
993
9000 X 150
9955 X 150
858±
6L 6R

1700	3000	DJB

*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 24R	RA 100/12 100 DA 880			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ILS RWY 24R (CAT III)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME	APP CRS	Rwy Idg	9000
I-PVY 111.55 Chan 52(Y)	237°	TDZE	780
		Apt Elev	791

ALSF-2

MISSED APPROACH: Climb to 1700, then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

ALTERNATE MISSED APCH FIX
WAMDO
109.2 SKY R-105 Chan 29
SKY 23
105°
285°

(IAF) PUDSE INT I-PVY 15.9

10 NM

R-288

057°

*5000 237° (3.1)

*6000 288° (18.9)

*4000 237° (3.1)

LACIK I-PVY 12.8

LOCALIZER 111.55 I-PVY Chan 52(Y)

3000 237° (3.11) 1603

(IF) CIVAC I-PVY 9.6

MISSED APCH FIX
DRYER DJB 113.6 Chan 83
R-257
077°
257°

FIDIN I-PVY 2.1

JEDSU I-PVY 6.5

CHARDON 112.7 CXR Chan 74

879± 919± 910 939± 956 982 854± IM 1019 928 890± 995 2049 2049 2049 1600 1966 1385 1493

MSA DJB 25 NM
3100

DME REQUIRED

ELEV 791 D

TDZE 780 845± 833 881 930 993 858±

6017 X 150 0.5% UP
9000 X 150
7955 X 150
10-28
6L-6R
24L
24R

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

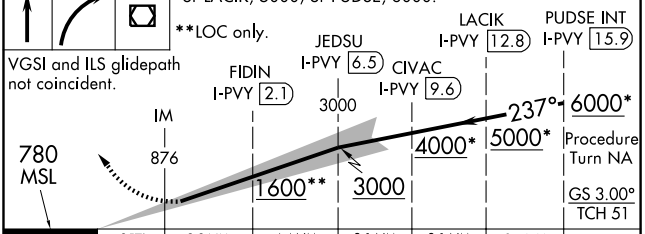
1561

1700	3000	DJB

*When assigned by ATC, intercept glidepath at CIVAC, 4000; or LACIK, 5000; or PUDSE, 6000.

**LOC only.

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 24R	CAT IIIa RVR 07			
S-ILS 24R	CAT IIIb RVR 06			
S-ILS 24R	CAT IIIc NA			

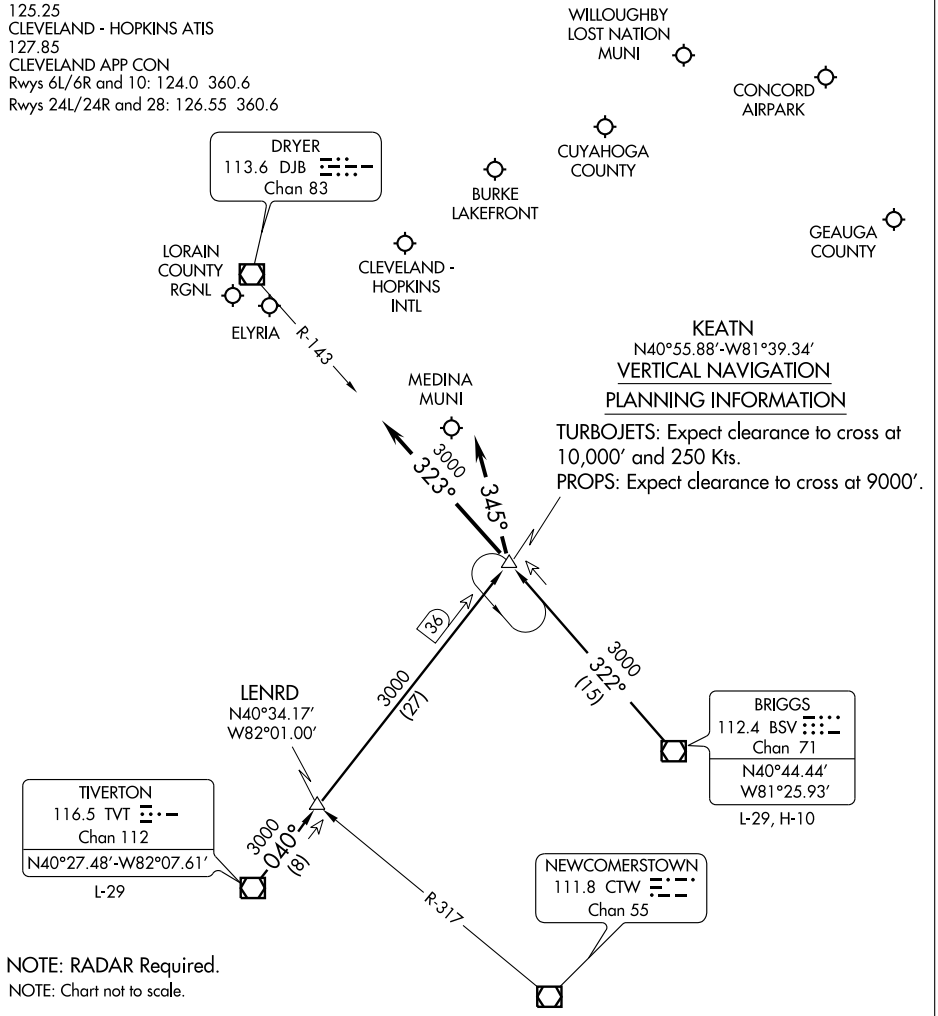
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EYU	APP CRS	Rwy Idg	8029
111.35	054°	TDZE	777
Chan 50 (Y)		Apt Elev	791

LDA/DME RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

NA

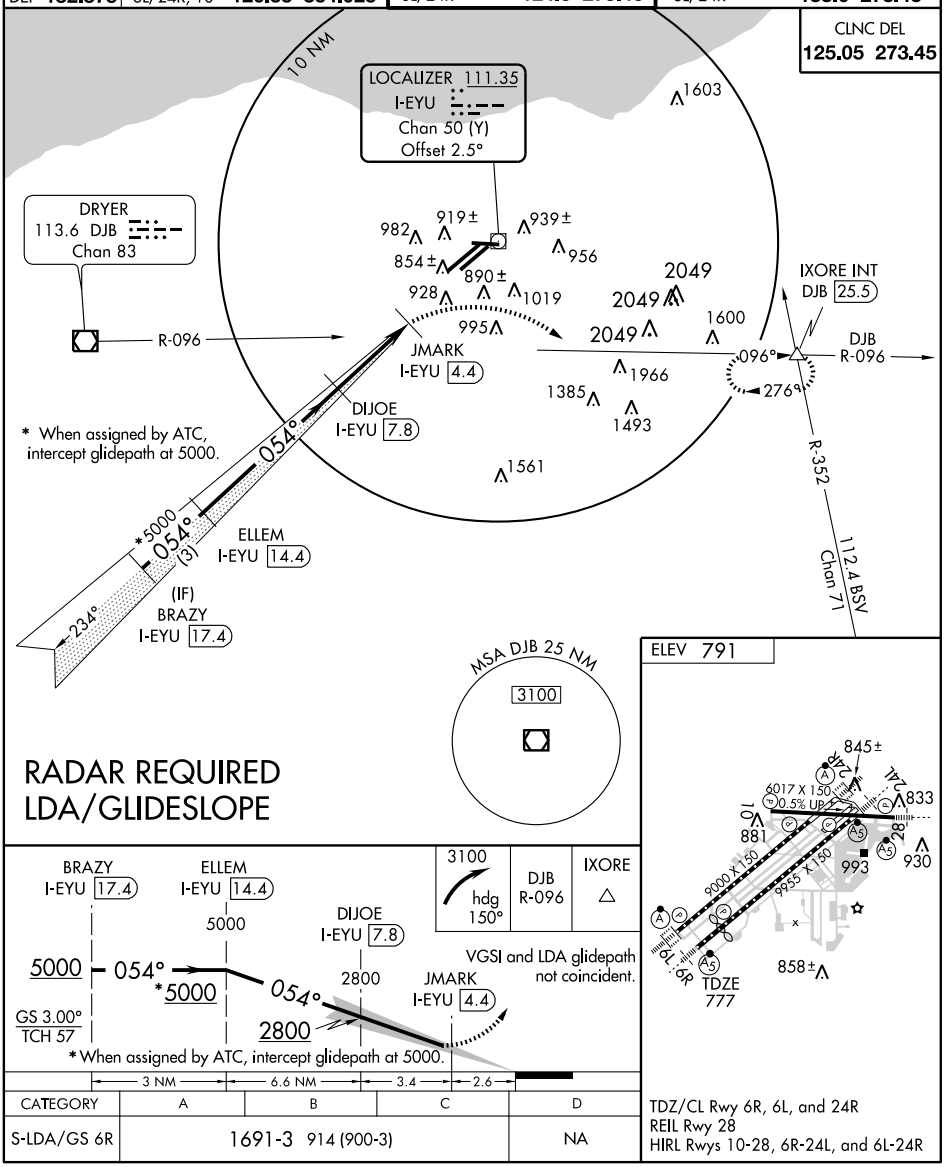
Runway 6L and 6R separated by 1241 feet centerline to centerline. Inoperative table does not apply. Procedure NA when glideslope not available. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climbing right turn to 3100 via heading 150° and DJB VOR/DME R-096 to IXORE INT/DJB 25.5 DME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45



RADAR REQUIRED
LDA/GLIDESLOPE

CATEGORY	A	B	C	D
S-LDA/GS 6R	1691-3 914 (900-3)			NA

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LDA/DME RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME	APP CRS	Rwy ldg	TDZE
I-FVZ 111.35 Chan 50 (Y)	239°	9955	786
		Apt Elev	791

▼ NA — Inoperative table does not apply. Runway 24L and 24R separated by 1241 feet centerline to centerline. Procedure NA when glideslope not available.

MALSR

MISSED APPROACH: Climbing left turn to 3100 via heading 170° and DJB VOR/DME R-114 to WOMGO INT/DJB 22.1 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45

CLNC DEL 125.05 273.45

MSA DJB 25 NM
3100

RADAR REQUIRED
LDA/GLIDESLOPE

10 NM

059°

*5000 239° (2.9) (IF) KIVLE I-FVZ 15.1

*4000 239° (3) LEFEW I-FVZ 12.2

3000 239° (3) 1603 JCALL I-FVZ 9.3

FRNCO I-FVZ 2.3

ALLAM I-FVZ 6.3

DRYER
113.6 DJB
Chan 83

LOCALIZER 111.35
I-FVZ
Chan 50 (Y)
LOC offset 2.51°

982 919± 939± 956 854± 928 890± 1019 995 2049 2049 2049 1600 1966 1385 1493 1561

R-114

R-342

WOMGO
DJB 22.1

114°

294°

R-293 114.4 ACO Chan 91

112.4 BSV Chan 71

ELEV 791 D

845± 833 881 930 993 858± TDZE 786

6017 X 150 0.5% UP

9000 X 150

9935 X 150

3100 hdg 170° | DJB R-114 | WOMGO △

*When assigned by ATC, intercept glidepath at JCALL, 4000; or LEFEW 5000.

KIVLE I-FVZ 15.1
LEFEW I-FVZ 12.2
JCALL I-FVZ 9.3
ALLAM I-FVZ 6.3
FRNCO I-FVZ 2.3
3000
*4000
*5000
239° 6000
3000
GS 3.00°
TCH 51

2.7 | 4 NM | 3 NM | 3 NM | 2.9 NM

CATEGORY	A	B	C	D
S-LDA/GS 24L	1700-3	914 (1000-3)		NA

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CLEVELAND, OHIO

AL-84 (FAA)

LDA PRM RWY 6R
(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-EYU	APP CRS	Rwy Idg	8029
111.35	054°	TDZE	777
Chan 50 (Y)		Apt Elev	791

Procedure NA when glideslope not available. Simultaneous close parallel approach authorized with ILS PRM Rwy 6L. Dual VHF Comm required. See additional requirements on AAUP. Inoperative table does not apply. Runway 6R and 6L separated by 1241 feet centerline to centerline.

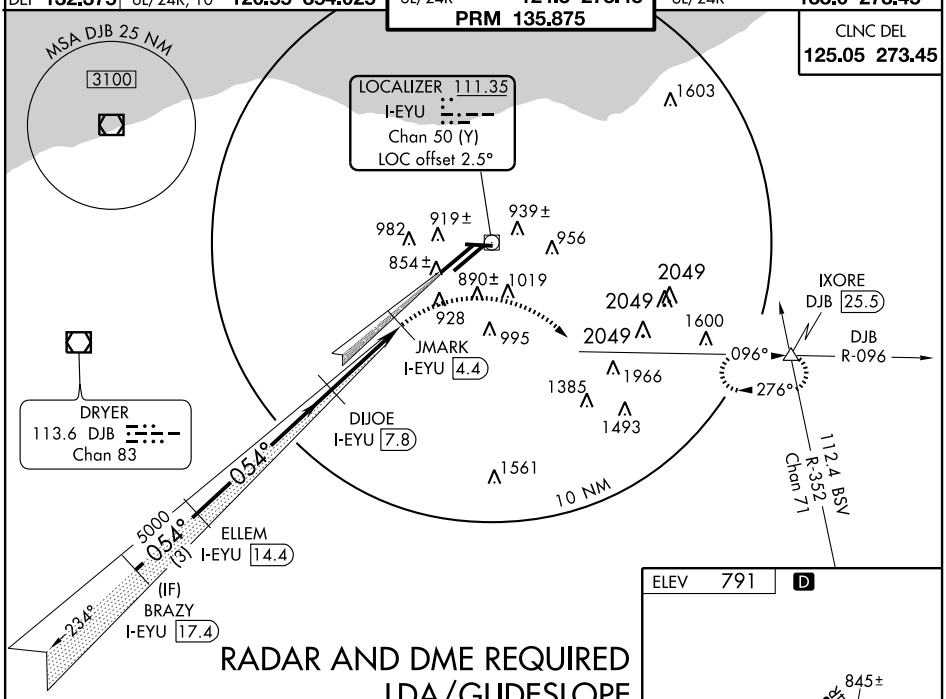
NA

MALSR

MISSED APPROACH: Climbing right turn to 3100 via heading 150° and DJB VOR/DME R-096 to IXORE INT/DJB 25.5 DME and hold.

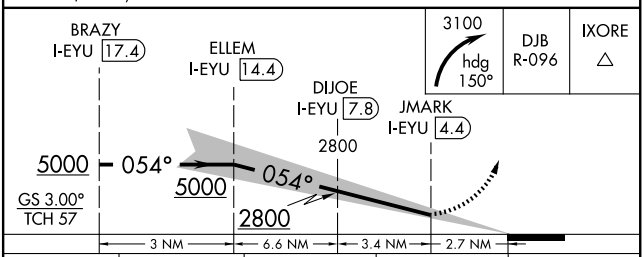
ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45
		PRM 135.875	

CLNC DEL 125.05 273.45

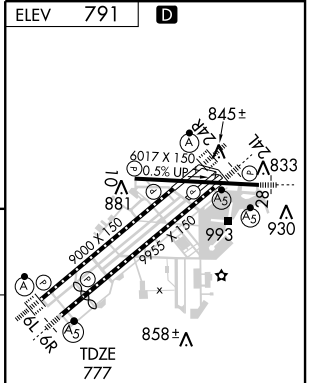


RADAR AND DME REQUIRED
LDA/GLIDESLOPE

If go around executed after crossing JMARK, obstacles in missed approach area requires a rate of climb of at least 404 FPM/100K, 605 FPM/150K, 807 FPM/200K, to 2500 no wind conditions.



CATEGORY	A	B	C	D
S-LDA/GS 6R	1691-3	914 (1000-3)		NA



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

Condensed Briefing Points:

-- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
-- Report the ILS traffic in sight as soon as practical and prior to JMARK. DO NOT PASS.
-- Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 6R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at JMARK, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstuction clearance. The applicable MVA is 2,700 feet at CLE.

(b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **CLE LDA Visual Segment.** If advised that there is traffic on the 6L ILS, pilots may continue past the LDA MAP if:

a) the ILS traffic is in sight and is expected to remain in sight.
b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

CLEVELAND, OHIO

AL-84 (FAA)

LDA PRM RWY 24L
(SIMULTANEOUS CLOSE PARALLEL)

CLEVELAND-HOPKINS INTL (CLE)

LOC/DME I-FVZ	APP CRS	Rwy ldg	9955
111.35	239°	TDZE	786
Chan 50 (Y)		Apt Elev	791

Simultaneous (Close Parallel) approach authorized with ILS PRM Rwy 24R. Dual VHF comm required. Inoperative table does not apply. See additional requirements on adjacent information page. Runways 24L and 24R separated by 1241 feet centerline to centerline. Procedure NA when glideslope not available.

NA

MALSR

MISSED APPROACH: Climbing left turn to 3100 via heading 170° and DJB VOR/DME R-114 to WOMGO INT/DJB 22.1 DME and hold.

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR 127.85	6R/24L, 28 124.0 354.025	6R/24L, 10/28 120.9 273.45	6R/24L, 10/28 121.7 273.45
DEP 132.375	6L/24R, 10 126.55 354.025	6L/24R 124.5 273.45	6L/24R 133.6 273.45
		PRM 135.875	

CLNC DEL 125.05 273.45

MSA DJB 25 NM 3100

(IF) KIVLE I-FVZ 15.1

059°

LEFEW I-FVZ 12.2 *5000 239° (2.9)

JCALL I-FVZ 9.3 *4000 239° (3)

ALLAM I-FVZ 6.3 1603

3000 239° (3)

FRNCO I-FVZ 2.3

DRYER 113.6 DJB Chan 83

LOCALIZER 111.35 I-FVZ Chan 50 (Y) LOC offset 2.51°

982 919± 854± 956 939± 928 1019 2049 2049 890± 995 2049 1600 1966 1385 1493

10 NM

R-114

1561

WOMGO DJB 22.1

R-342 114° 294° 112.4 BSV Chan 71

R-293 114.4 ACO Chan 91

ELEV 791 D

845± TDZE 786 24R 24L 6017 X 150 0.5% UP 833 10 881 28 993 930 9000 X 150 9955 X 150 19 858±

RADAR and DME REQUIRED LDA/GLIDESLOPE

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

3100 hdg 170° | DJB R-114 | WOMGO

*When assigned by ATC, intercept glidepath at JCALL, 4000; or LEFEW, 5000.

ALLAM I-FVZ 6.3 | JCALL I-FVZ 9.3 | LEFEW I-FVZ 12.2 | KIVLE I-FVZ 15.1

FRNCO I-FVZ 2.3 3000 *4000 *5000 239° 6000 GS 3.00° TCH 51 3000

2.7 NM | 4 NM | 3 NM | 3 NM | 2.9 NM

CATEGORY	A	B	C	D
S-LDA/GS	1700-3	914 (1000-3)		NA

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS PAGE (AAUP)

Condensed Briefing Points:

- **When instructed, immediately switch to tower frequency and select the monitor frequency audio.**
- **Report the ILS traffic in sight as soon as practical and prior to FRNCO. DO NOT PASS.**
- **Remain on the LDA until passing the LDA MAP so as not to penetrate the NTZ.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM and LDA PRM approaches are in progress, pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA DME approach, the LDA/PRM chart may be used after completing the following briefing items:

   a. **Minimums and missed approach procedures are unchanged.**
   b. **Monitor frequency no longer required.**
   c. **Lower LDA intercept altitudes may be assigned when advised to expect LDA DME 24L approach.**

   Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1,200 feet (ceiling), and 3 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at FRNCO, begin the turn as soon as practical.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts:" ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 2,700 feet at CLE.

   (b) Phraseology - "TRAFFIC ALERT:" If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **CLE LDA Visual Segment:** If advised that there is traffic on the 24R ILS, pilots may continue past the LDA MAP if:
   a) the ILS traffic is in sight and is expected to remain in sight,
   b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
   c) the runway environment is in sight.

Otherwise, execute a missed approach at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to CLE as an alternate, or trained pilots that are unexpectedly unable to participate due to inflight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Cleveland ARTCC as soon as practical, but at least 100 miles from CLE.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

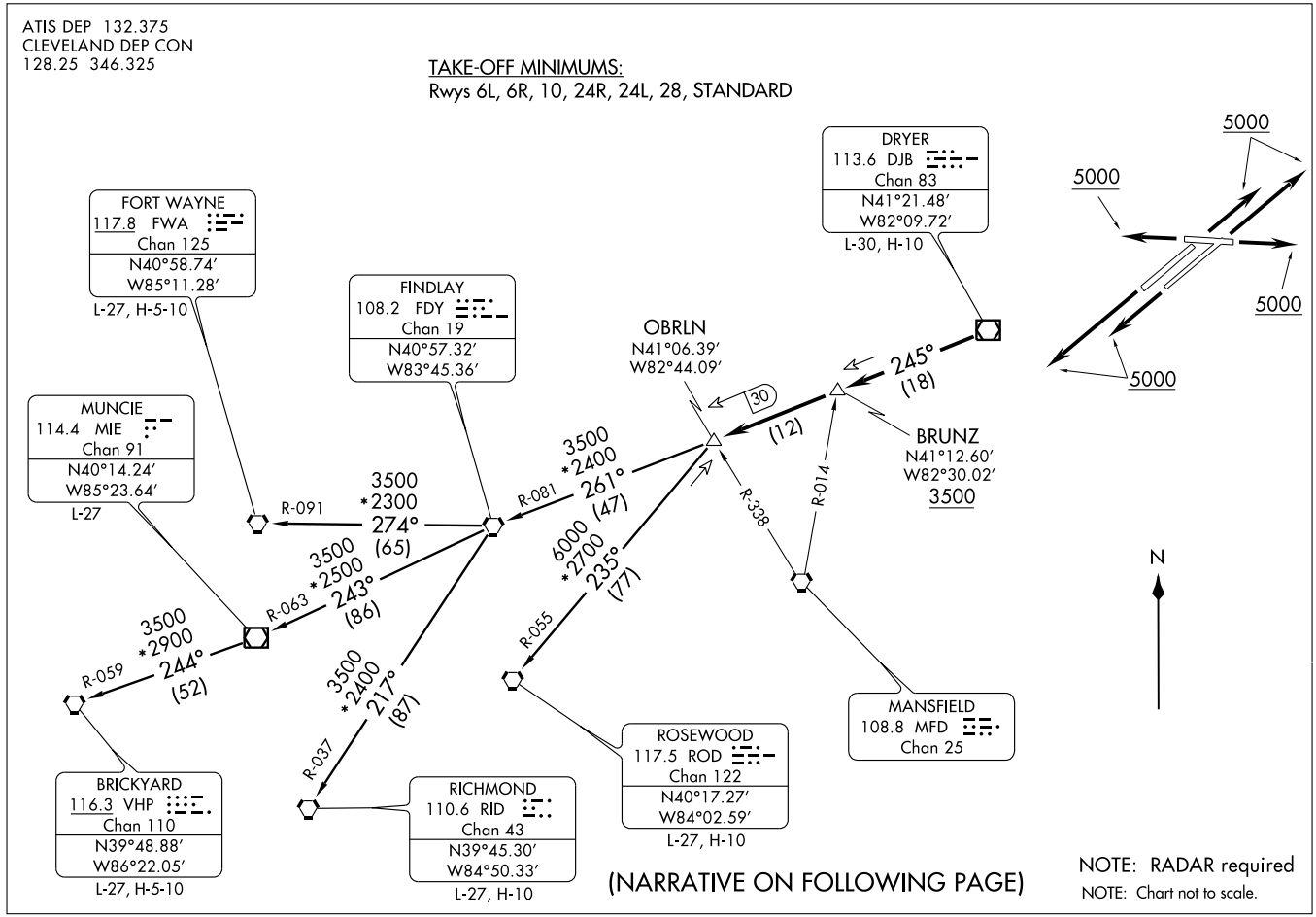
(OBRLN2.OBRLN) 09183

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

ATIS DEP 132.375
CLEVELAND DEP CON
128.25 346.325

TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28, STANDARD



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required

NOTE: Chart not to scale.

(OBRLN2.OBRLN) 09183

OBRLN TWO DEPARTURE

SL-84 (FAA)

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000 thence. . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL.
Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL.
Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL.
Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL.
Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL.
Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6L

CLEVELAND-HOPKINS INTL (CLE)

WAAS	APP CRS	Rwy Idg	9000
CH 56204	057°	TDZE	773
W06A		Apt Elev	791

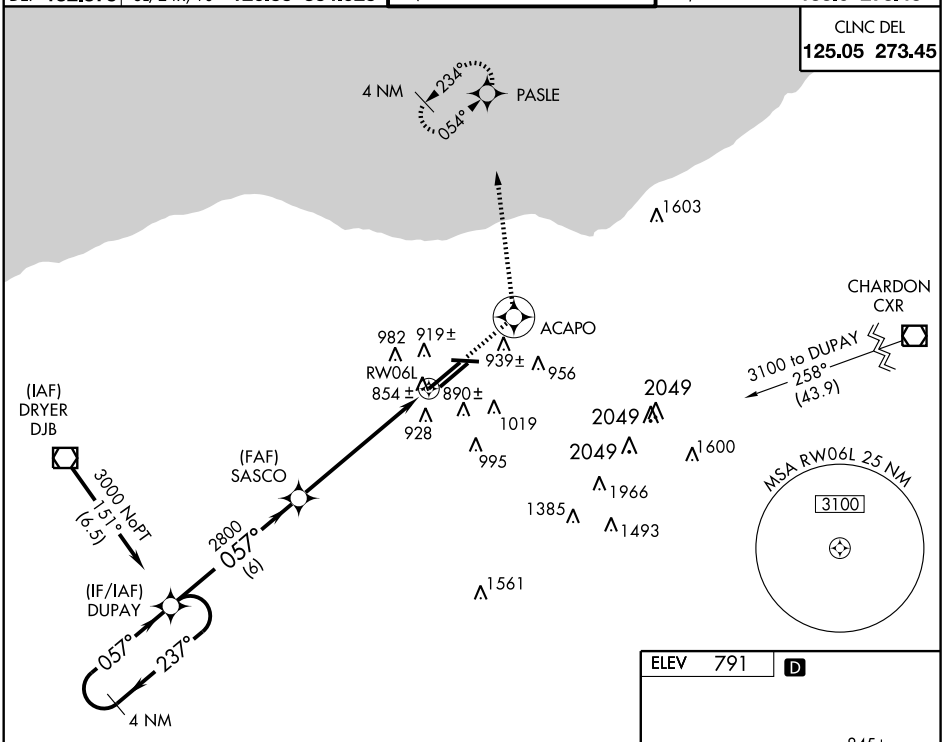
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)

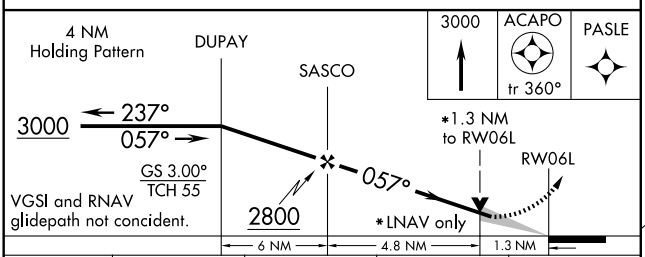
ALSF-2

MISSED APPROACH: Climb to 3000 direct ACAPO, then via 360° track to PASLE and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

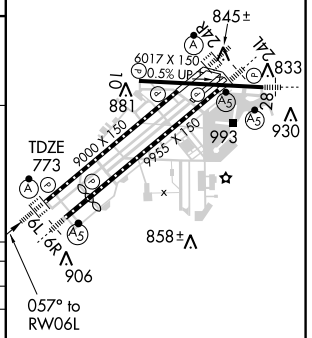
CLNC DEL 125.05 273.45





CATEGORY	A	B	C	D
LPV DA	1110/40 337 (400-¾)			
LNAV/VNAV DA	1220/50 447 (500-1)			
LNAV MDA	1240/24 467 (500-½)		1240/40 467 (500-¾)	1240/50 467 (500-1)
CIRCLING	1300-1½ 509 (600-1½)		1320-1½ 529 (600-1½)	1380-2 589 (600-2)

ELEV 791 D



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8029
CH 81806	057°	TDZE	777
W06B		Apt Elev	791

RNAV (GPS) RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

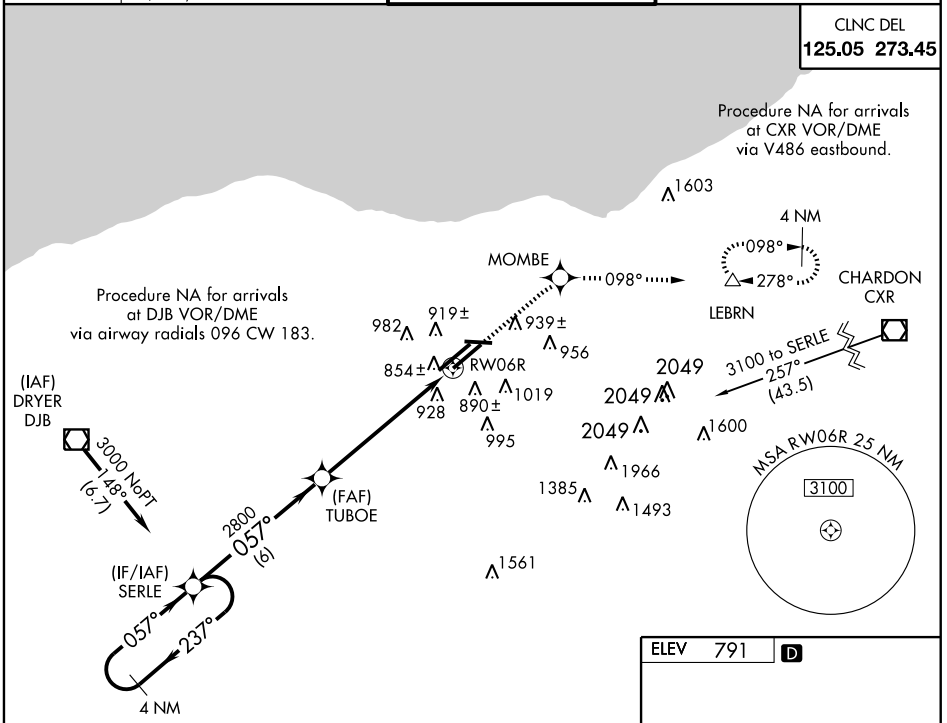
MISSED APPROACH: Climb to 3000 direct MOMBE and via 098° track to LEBRN and hold.

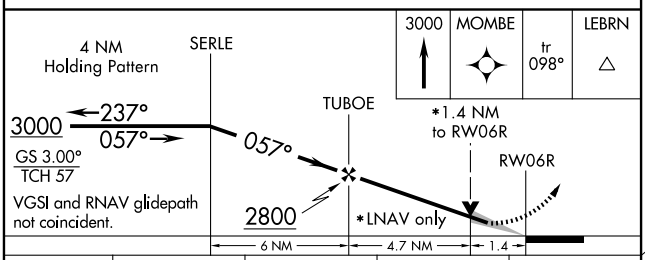
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

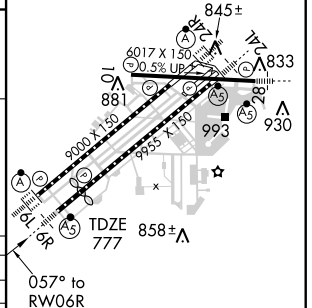
Procedure NA for arrivals at CXR VOR/DME via V486 eastbound.

Procedure NA for arrivals at DJB VOR/DME via airway radials 096 CW 183.





CATEGORY	A	B	C	D
LPV DA		1104/40	327 (400-¾)	
LNAV/VNAV DA		1215/50	438 (500-1)	
LNAV MDA	1260/24	483 (500-½)	1260/40 483 (500-¾)	1260/50 483 (500-1)
CIRCLING	1300-1	509 (600-1)	1320-1½ 529 (600-1½)	1360-2 569 (600-2)



TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10

CLEVELAND-HOPKINS INTL (CLE)

APP CRS	Rwy ldg	6017
100°	TDZE	783
	Apt Elev	800

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct EKUME and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

GILLS
3000 213° (25.1)

(IAF) TAMDE
3000 NoPT 190° (5)

MISSED APCH FIX
EKUME
281°
101°
4 NM

(IF/IAF) FIMOL
3000 NoPT 098° (24.9)
(IAF) SANDUSKY SKY
100°
280°
4 NM
2400
100° (6.4)
(FAF) JUUBA

RW10
982
919±
939±
854±
928
890±
1019
995

(IAF) DRYER DJB
3000 NoPT 040° (4.9)

1966
1385
1493
1561

MSA RW10 25 NM
3100

Procedure NA for arrival on DJB VOR/DME airway radials 054 CW 096.

ELEV 800 D

100° to RW10
TDZE 783
6017 X 150
0.5% UP
845±
833
881
930
993
858±
9000 X 150
9955 X 150

4 NM Holding Pattern
FIMOL
JUUBA
3000
280°
100°
100°
2400
3.04°
TCH 55
RW10
6.4 NM
4.9 NM
VGSI and descent angles not coincident.

4000
EKUME

CATEGORY	A	B	C	D
LNAV MDA	1420 - 1	637 (700-1)	1420 - 1¾	637 (700-1¾)	1420 - 2	637 (700-2)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9955
CH 77506	237°	TDZE	787
W24B		Apt Elev	791

RNAV (GPS) RWY 24L

CLEVELAND-HOPKINS INTL (CLE)

For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct HASLE and via 177° track to SAROW and hold.

ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45

4 NM 057° 237° 3000 NoPT 295° (4) 4000 280° (17.1) CHARDON CXR

(IF/IAF) RILKE

(IAF) SUPME

3000 237° (6)

(FAF) SCOTZ 1603

BLESU 2 NM to RW24L 1068

Procedure NA for arrivals at CXR VOR/DME on airway radials 265 CW 325.

919± 982 RW24L 927 939± 956 854± 928 890± 1019 995 2049 2049 1966 2049 1600 1385 1493 1561

HASLE

177°

MSA RW24L 25 NM 3100

ELEV 791 D

237° to RW24L

TDZE 787

845± 833 930 881 993 858± 6017 X 150 0.5% UP 9000 X 150 9955 X 150

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

3000	HASLE	177° TRK	SAROW

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern

*LNAV only

BLESU 2 NM to RW24L

*1.3 NM to RW24L

SCOTZ

RILKE

237° 3000 057° 237° 3000

1460*

GS 3.00° TCH 51

1.3 0.7 4.7 NM 6 NM

MISSED APCH FIX 4 NM 178° 358° SAROW

CATEGORY	A	B	C	D
LPV DA	1098/24		311 (400-½)	
LNAV/VNAV DA	1280/60		493 (500-1¼)	
LNAV MDA	1260/24	473 (500-½)	1260/40 473 (500-¾)	1260/50 473 (500-1)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

WAAS	APP CRS	Rwy Idg	9000
CH 60904	237°	TDZE	780
W24A		Apt Elev	791

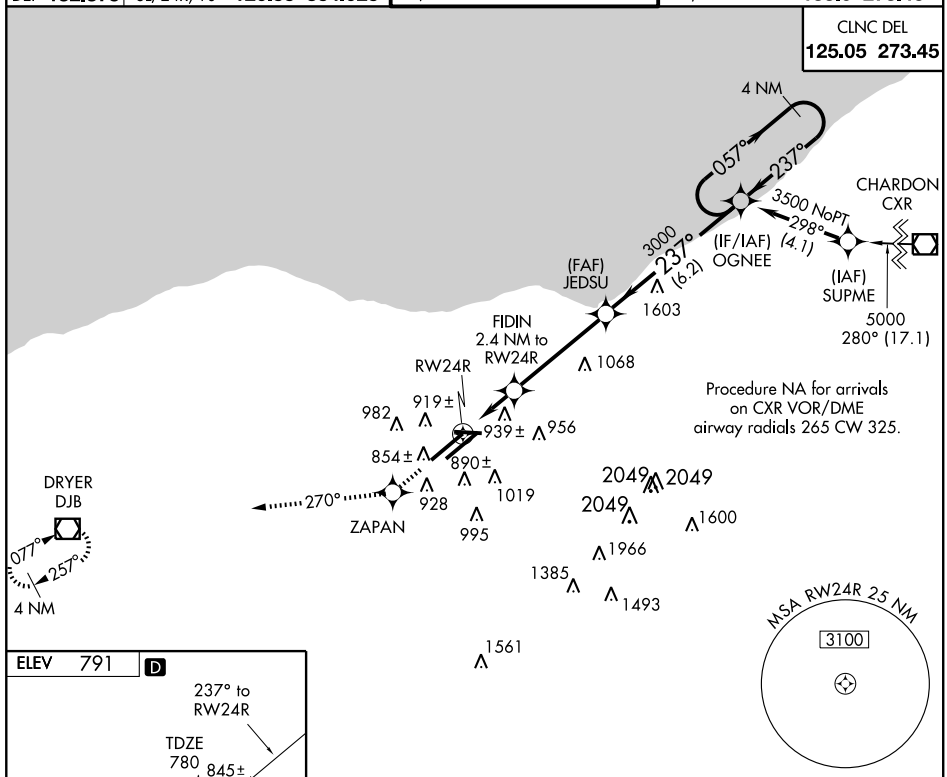
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F) DME/DME RNP-0.3 NA.

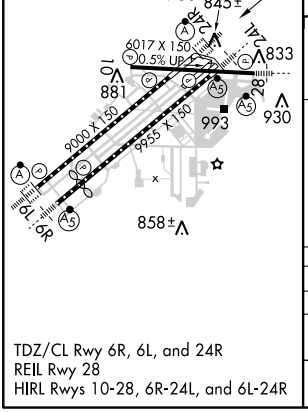
ALSF-2

MISSED APPROACH: Climb to 3000 direct ZAPAN and via 270° track to DJB VOR/DME and hold.

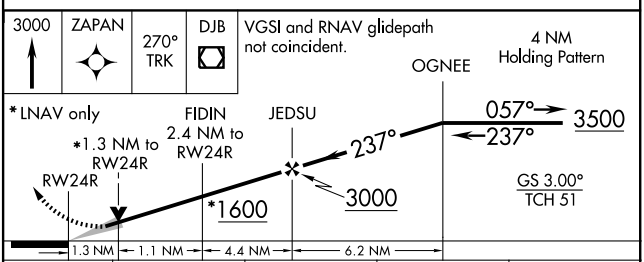
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

CLNC DEL 125.05 273.45





TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R



CATEGORY	A	B	C	D
LPV DA	1030/24 250 (300-½)			
LNAV/VNAV DA	1243/50 463 (500-1)			
LNAV MDA	1260/24 480 (500-½)		1260/40 480 (500-¾)	1260/50 480 (500-1)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6017
CH 40109	280°	TDZE	791
W28A		Apt Elev	791

RNAV (GPS) RWY 28
CLEVELAND-HOPKINS INTL (CLE)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

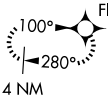
MALSR

MISSED APPROACH: Climb to 3000 direct FIMOL and hold.

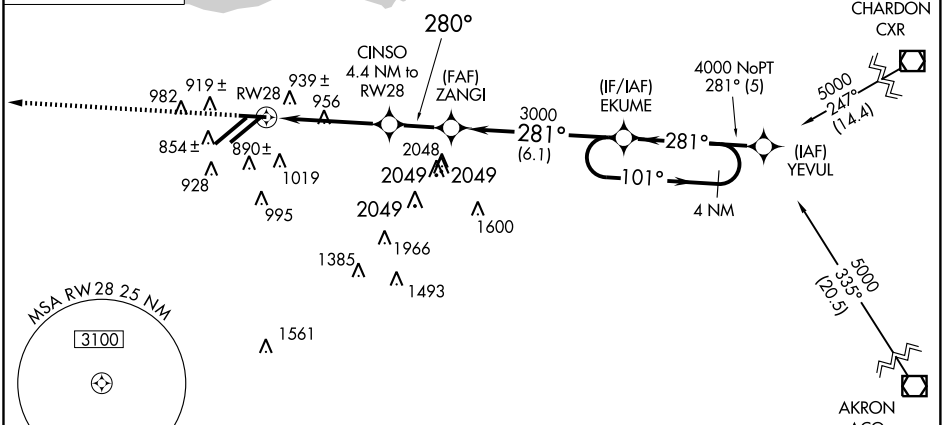
ATIS	CLEVELAND APP CON		CLEVELAND TOWER		GND CON	
ARR 127.85	6R/24L, 28	124.0 354.025	6R/24L, 10/28	120.9 273.45	6R/24L, 10/28	121.7 273.45
DEP 132.375	6L/24R, 10	126.55 354.025	6L/24R	124.5 273.45	6L/24R	133.6 273.45

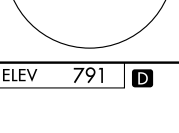
CLNC DEL 125.05 273.45

MISSED APCH FIX



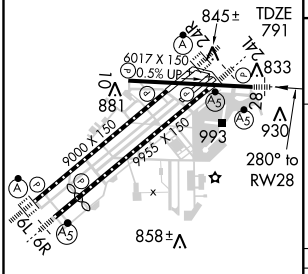
Procedure NA for arrivals at CXR VOR/DME via V486 eastbound

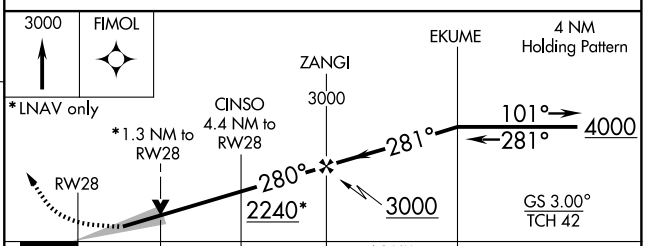




Procedure NA for arrivals at ACO VOR/DME on airway radials 293 CW 347.

ELEV 791 D





CATEGORY		A	B	C	D
LPV	DA		1068/24	277 (300-½)	
LNAV/VNAV	DA		1247/50	456 (500-1)	
LNAV MDA		1260/24	469 (500-½)	1260/40 469 (500-¾)	1260/50 469 (500-1)

TDZ/CL Rwy 6R, 6L, and 24R
REIL Rwy 28
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

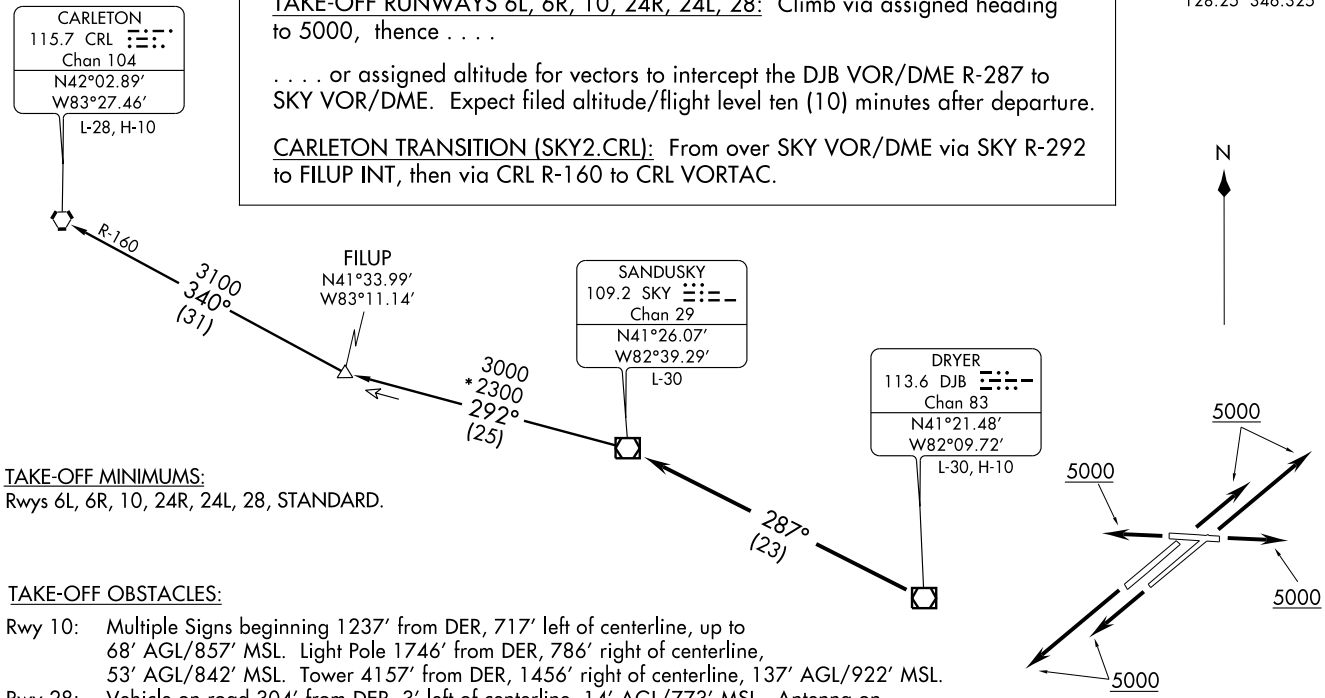
DEPARTURE ROUTE DESCRIPTION

ATIS DEP 132.375
CLEVELAND DEP CON
128.25 346.325

TAKE-OFF RUNWAYS 6L, 6R, 10, 24R, 24L, 28: Climb via assigned heading to 5000, thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwys 6L, 6R, 10, 24R, 24L, 28, STANDARD.

TAKE-OFF OBSTACLES:

Rwy 10: Multiple Signs beginning 1237′ from DER, 717′ left of centerline, up to 68′ AGL/857′ MSL. Light Pole 1746′ from DER, 786′ right of centerline, 53′ AGL/842′ MSL. Tower 4157′ from DER, 1456′ right of centerline, 137′ AGL/922′ MSL.

Rwy 28: Vehicle on road 304′ from DER, 3′ left of centerline, 14′ AGL/773′ MSL. Antenna on building 308′ from DER, 240′ left of centerline, 13′ AGL/775′ MSL. Multiple Trees beginning 1046′ from DER, 105′ left of centerline, up to 60′ AGL/819′ MSL. Tower 2640′ from DER, 946′ right of centerline, 80′ AGL/840′ MSL.

Rwy 24R: Tower 2565′ from DER, 1028′ right of centerline, 191′ AGL/870′ MSL. Multiple Trees beginning 3653′ from DER, 857′ left of centerline, up to 103′ AGL/870′ MSL.

Rwy 24L: Multiple Trees and Poles beginning 1903′ from DER, 5′ left of centerline, up to 89′ AGL/849′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.

(SKY2.SKY) 09183

SANDUSKY TWO DEPARTURE

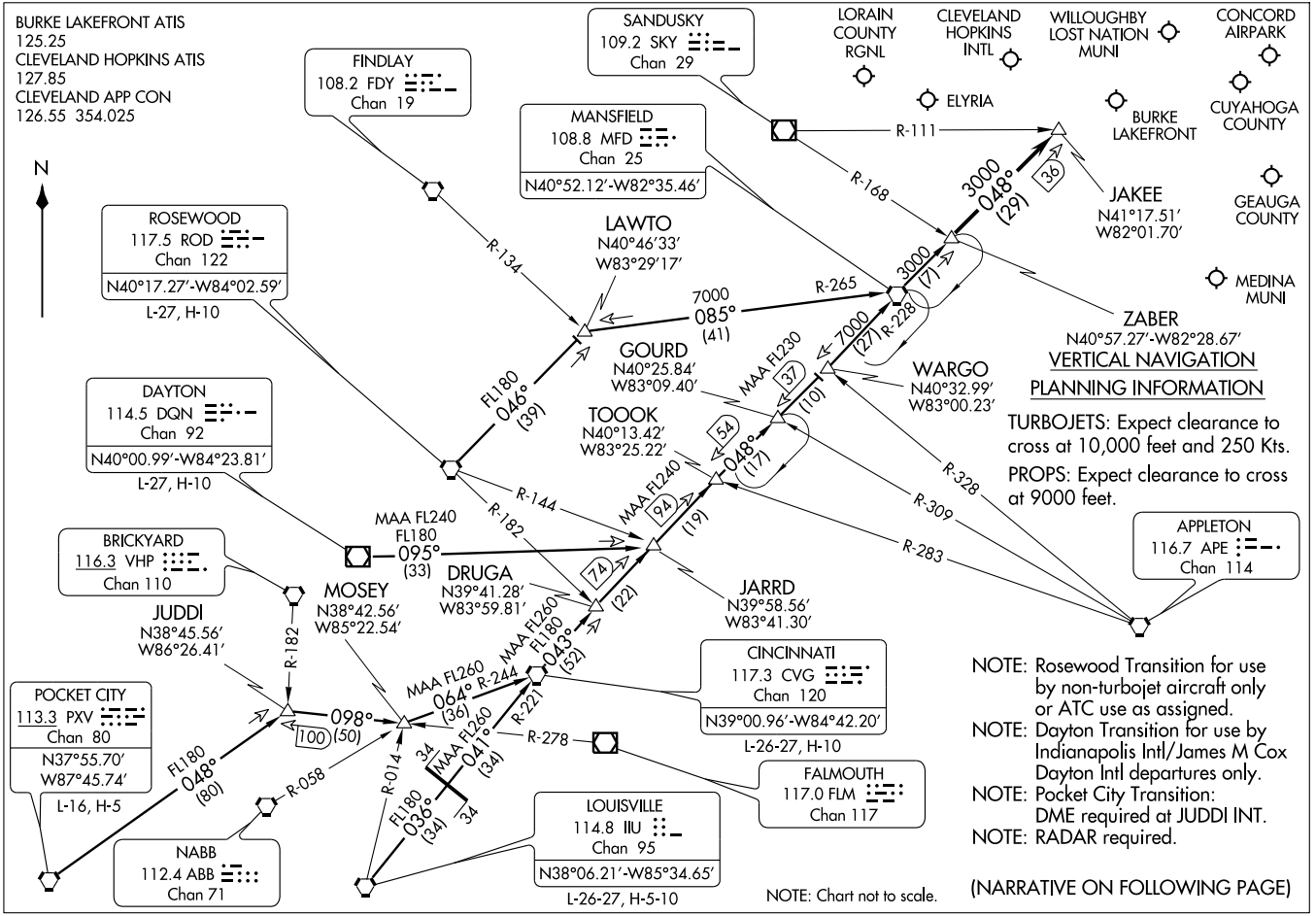
SL-84 (FAA)

CLEVELAND-HOPKINS INTL (CLE)

CLEVELAND, OHIO

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

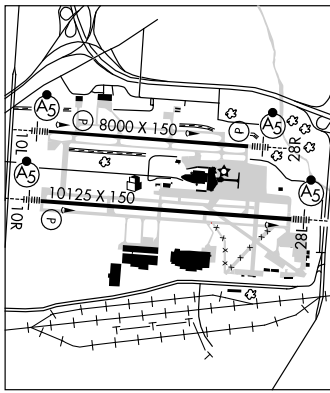
COLUMBUS/ PORT COLUMBUS INTL (CMH)
COLUMBUS, OHIO

AL-94 (FAA)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

PORT COLUMBUS INTL (CMH) 6 E UTC−5(−4DT) N39°59.88′ W82°53.51′ **CINCINNATI**
815 B S4 **FUEL** 100, JET A1 + OX 3, 4 LRA Class I, ARFF Index C NOTAM FILE CMH **H–10G, L–29A**
RWY 10R–28L: H10125X150 (ASPH–GRVD) S–100, D–200, 2S–175, 2D–325 HIRL **IAP, AD**
RWY 10R: MALSR. PAPI(P4R)—GA 3.0° TCH 72′
RWY 28L: MALSR.
RWY 10L–28R: H8000X150 (ASPH–GRVD) S–100, D–160, 2S–175, 2D–275 HIRL
RWY 10L: MALSR. PAPI(P4L)—GA 3.0° TCH 51′
RWY 28R: MALSR. PAPI(P4R)—GA 3.0° TCH 50′.

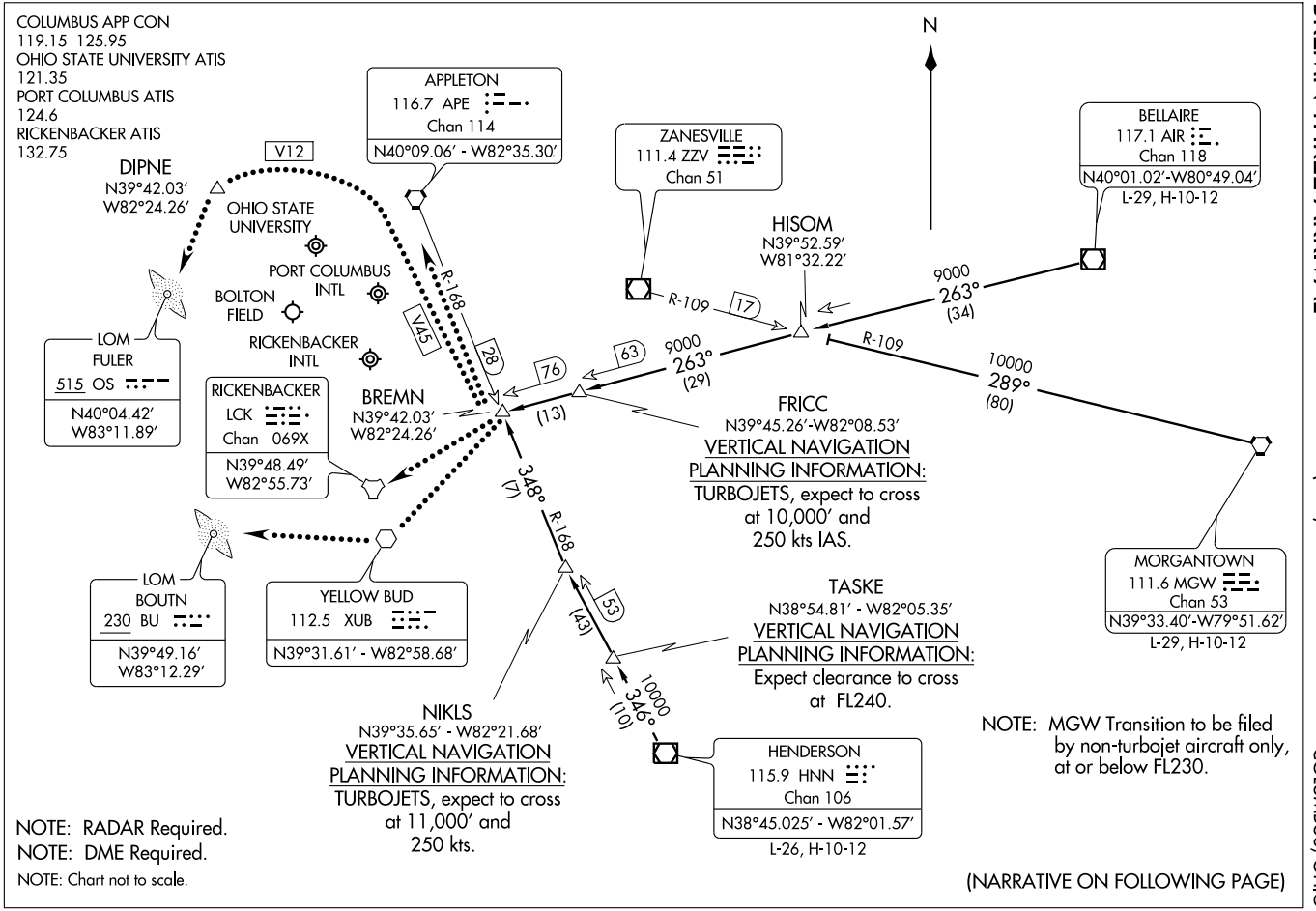


RUNWAY DECLARED DISTANCE INFORMATION
RWY 10L: TORA–8000 TODA–8000 ASDA–8000 LDA–8000
RWY 10R: TORA–10125 TODA–10125 ASDA–10125 LDA–10125
RWY 28L: TORA–10125 TODA–10125 ASDA–10125 LDA–10125
RWY 28R: TORA–8000 TODA–8000 ASDA–8000 LDA–8000
AIRPORT REMARKS: Attended continuously. Birds invof arpt. PAEW adjacent all rwys and twys. Model acft tfc within a 1 NM radius of a point 8 NM on a 010° bearing from the arpt; surface–5000 ft AGL; SR–SS daily. Be alert: Rwy 10L/28R restrictions on Stage I and II turbojet acft 0300–1300Z‡ and on Stage III turbojet acft 0300–1200Z‡. Practice apchs for high noise level type acft including non-Stage III military jet acft shall not be approved unless Rwy 10R/28L is in use and the apch terminates in a full stop taxi–back ops. All surfaces around terminal; N of Twy 'C' and S of Twy 'E' are non–movement areas. Twy B3 S of Twy B restricted to acft with wingspan less than 79′. C–3 pavement (north of Twy C) is 35′ wide; restricted to acft 50,000 lbs or less with wing span less than 79′. Twy L1 restricted to acft with wingspan less than 118′. Twy L2 restricted to acft with wingspan less than 118′. Twy J2 restricted to acft with wingspan less than 120′. Twy B between Twys B4 and B5 restricted to acft with wingspan less than 126′. Twys F and G, S of Twy B, restricted to acft weighing 45,000 lbs or less. Noise barrier located at SE side of airfield restricted to acft with wingspan less than 79′. Ldg fee. Twy F lgts S of Twy 'G' OTS indef. To req ldg rights ctc US Customs between 1230–0300Z‡ Mon–Fri at 614–497–1865. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: ASOS (614) 338–0561. LLWAS. TDWR.
COMMUNICATIONS: D–ATIS 124.6 **UNICOM** 122.95
COLUMBUS RCO 122.2 122.3 (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 119.15 132.3 (100°–279°) 125.95 (280°–099°) 118.2 119.65
COLUMBUS TOWER 132.7 **GND CON** 121.9 **CLNC DEL** 126.3
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 243° 16.7 NM to fld. 1350/6W. **HIWAS.**
GRENS NDB (MHW) 272 CHC N40°00.61′ W83°01.74′ 102° 6.4 NM to fld. NOTAM FILE CMH.
SUMIE NDB (HW/LOM) 391 CM N39°59.17′ W82°45.27′ 281° 6.4 NM to fld. Unmonitored.
ILS/DME 109.1 I–CBP Chan 28 Rwy 10L. Class IA. LOM GRENS NDB. DME also serves Rwy 28R.
ILS/DME 108.7 I–CMH Chan 24 Rwy 28L. LOM SUMIE NDB. LOM unmonitored. DME also serves Rwy 10R.
ILS/DME 108.7 I–AQI Chan 24 Rwy 10R. DME also serves Rwy 28L.
ILS/DME 109.1 I–ONB Chan 28 Rwy 28R. DME also serves Rwy 10L. Glide slope unusable for autopilot coupled apchs blo 2023′.
COMM/NAV/WEATHER REMARKS: ILS/DME Rwy 10L outer marker OTS indef.

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269

COLUMBUS, OHIO

COLUMBUS APP CON
119.15 125.95
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS ATIS
124.6
RICKENBACKER ATIS
132.75



NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269
COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .
HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .
MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:
LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.
LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.
LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.
LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

EC-2, 21 OCT 2010 to 18 NOV 2010

GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

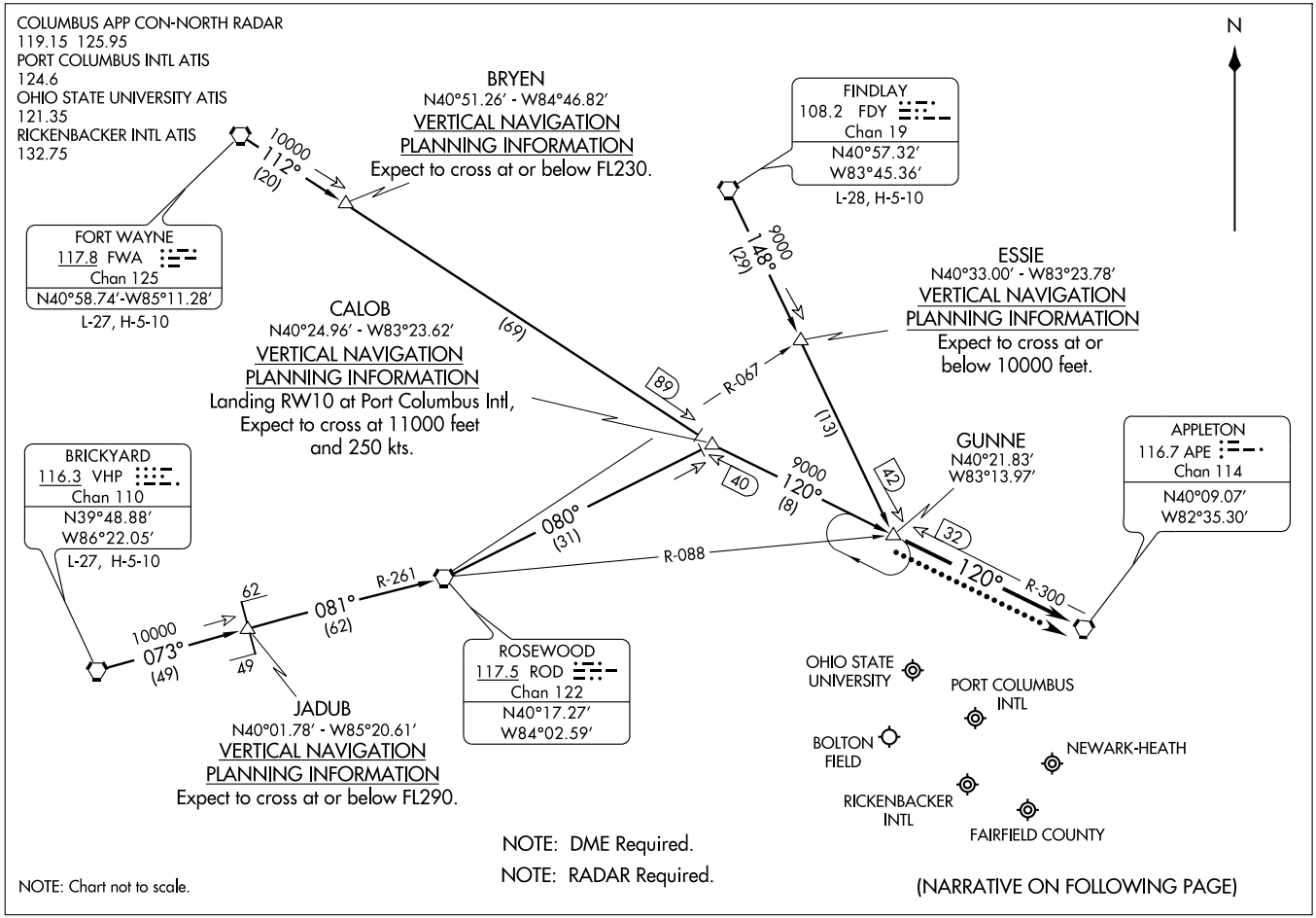
GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC/DME I-CBP	APP CRS	Rwy Idg	8000
109.1	099°	TDZE	815
Chan 28		Apt Elev	815

ILS or LOC RWY 10L

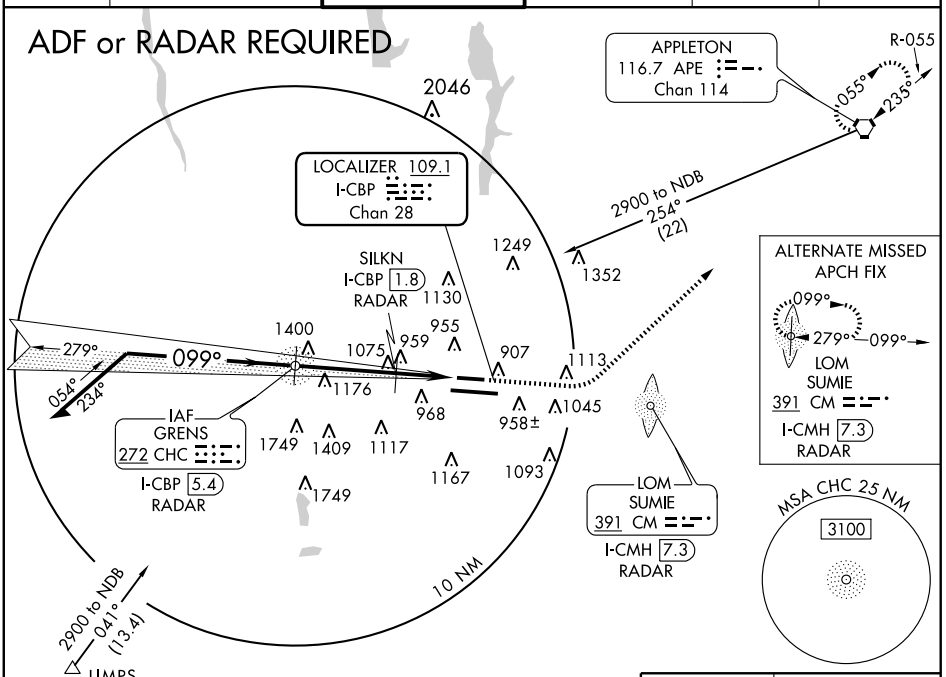
COLUMBUS / PORT COLUMBUS INTL (CMH)

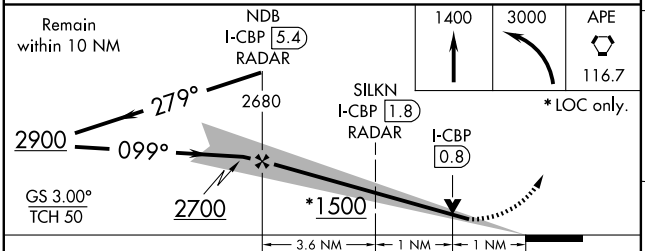
ADF or RADAR REQUIRED
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

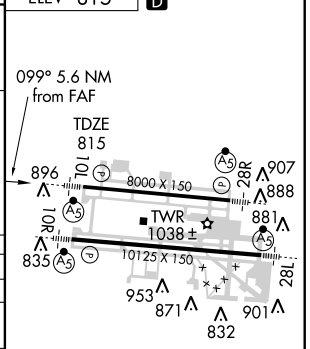
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95







CATEGORY	A	B	C	D
S-ILS 10L	**1015/24 200 (200-½)			
S-LOC 10L	1500/24 685 (700-½)		1500-1½ 685 (700-1½)	1500-1¾ 685 (700-1¾)
CIRCLING	1500-1 685 (700-1)		1500-2 685 (700-2)	1500-2¼ 685 (700-2¼)
SILKN FIX MINIMUMS				
S-LOC 10L	1180/24 365 (400-½)			1180/40 365 (400-¾)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)

HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-AQI	APP CRS	Rwy Idg	10125
108.7	099°	TDZE	810
Chan 24		Apt Elev	815

ILS or LOC RWY 10R

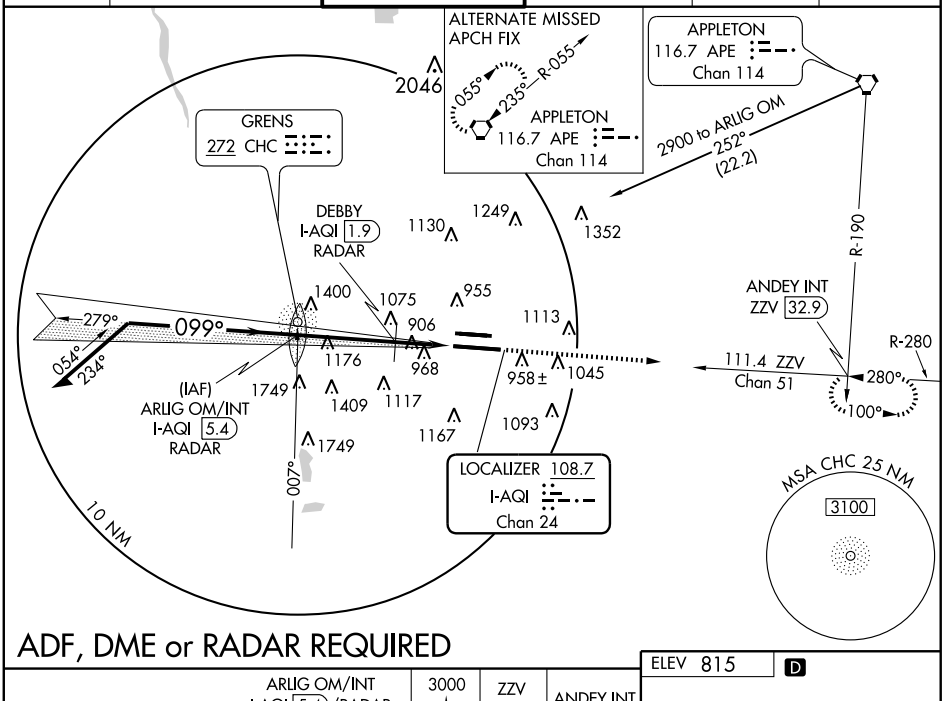
COLUMBUS / PORT COLUMBUS INTL (CMH)

If local altimeter not received, use Rickenbacker Intl altimeter setting and increase all DAs and MDAs 40 feet.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

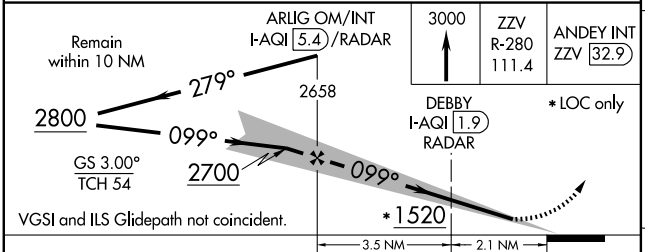
MALSR

MISSED APPROACH: Climb to 3000 via ZZV R-280 to ANDEY Int/ZZV 32.9 DME and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95

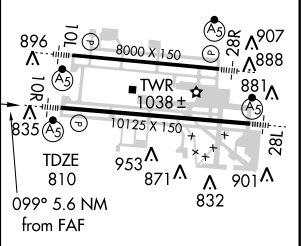


ADF, DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 10R		**1010/24 200 (200-½)		
S-LOC 10R	1520/24 710 (800-½)		1520-1½ 710 (800-1½)	1520-1¾ 710 (800-1¾)
CIRCLING	1520-1 705 (800-1)		1520-2 705 (800-2)	1520-2¼ 705 (800-2¼)
DEBBY FIX MINIMUMS				
S-LOC 10R	1220/24 410 (500-½)		1220/40	410 (500-¾)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)

ELEV 815 D



HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CMH	APP CRS	Rwy Idg 10125
108.7	279°	TDZE 813
Chan 24		Apt Elev 815

ILS or LOC RWY 28L

COLUMBUS / PORT COLUMBUS INTL (CMH)

**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via heading 210° and APE R-242 to LIMPS Int/34.2 DME and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95

ALTERNATE MISSED APCH FIX
GRENS
272 CHC
GRENS INT
RADAR
099°
279°

APPLETON
116.7 APE
Chan 114

LOCALIZER 108.7
I-CMH
Chan 24

GRENS
272 CHC
GRENS INT
RADAR

LOM/IAF
SUMIE
391 CM
I-CMH 7.3
RADAR

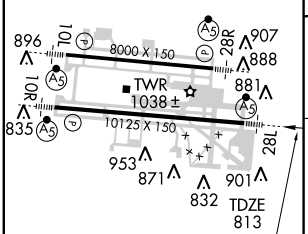
LIMPS
APE 34.2

R-242
062°
242°
2900
071°
(22.6)
2900
224°
(12.5)
054°
234°
279°
099°
10 NM

MSA CM 25 NM
180°
3100
2800
360°

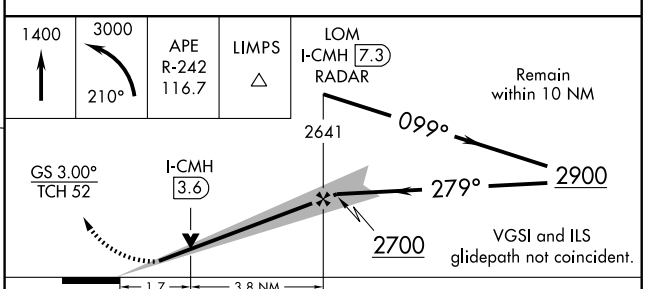
ADF or DME REQUIRED
RADAR REQUIRED

ELEV 815 D



HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 28L	**1013/24 200 (200-½)			
S-LOC 28L	1420/24 607 (700-½)		1420/60 607 (700-1¼)	1420-1½ 607 (700-1½)
CIRCLING	1420-1 605 (700-1)		1420-1¾ 605 (700-1¾)	1420-2 605 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ONB	APP CRS	Rwy Idg 8000
109.1	279°	TDZE 813
Chan 28		Apt Elev 815

ILS or LOC RWY 28R

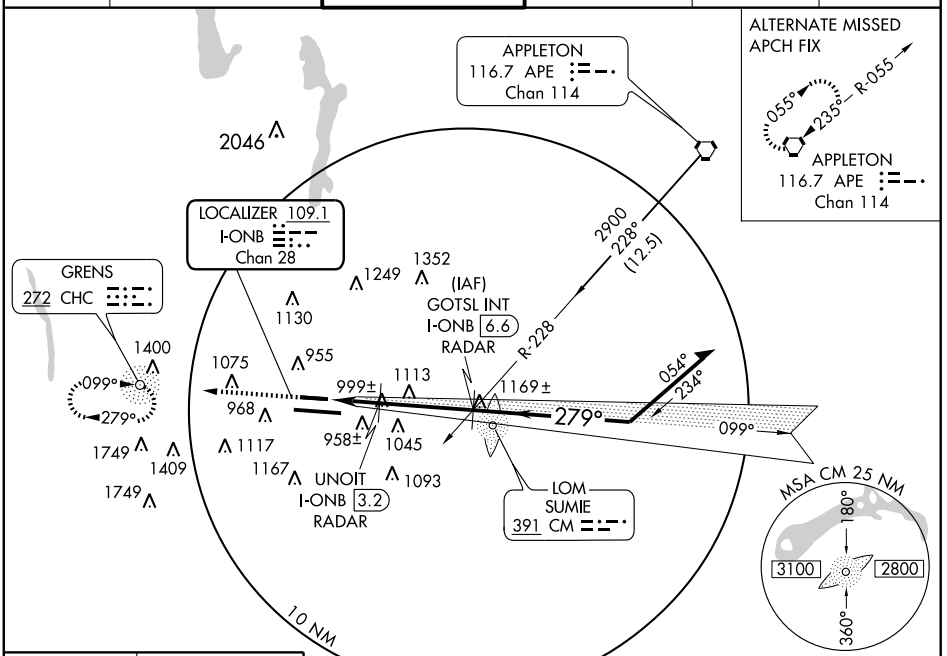
COLUMBUS / PORT COLUMBUS INTL (CMH)

Autopilot coupled approach NA below 2023. ADF Required.

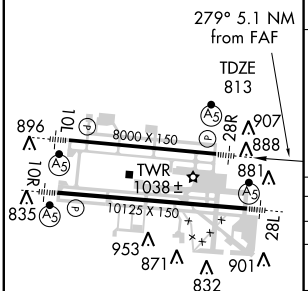
MALSR

MISSED APPROACH: Climb to 2800 direct GRENS NDB and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL	UNICOM
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3	122.95

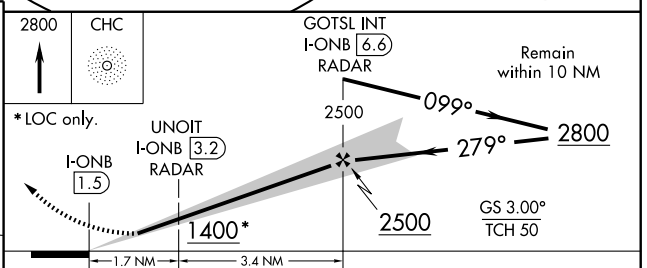


ELEV 815 D



HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 28R	1013-½ 200 (200-½)			
S-LOC 28R	1400-½ 587 (600-½)		1400-1 587 (600-1)	1400-1¼ 587 (600-1¼)
CIRCLING	1400-1 585 (600-1)		1400-1½ 585 (600-1½)	1400-2 585 (600-2)
UNOIT FIX MINIMUMS				
S-LOC 28R	1260-½ 447 (500-½)		1260-¾ 447 (500-¾)	1260-1 447 (500-1)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 40299	099°	TDZE	815
W10B		Apt Elev	815

RNAV (GPS) Y RWY 10L

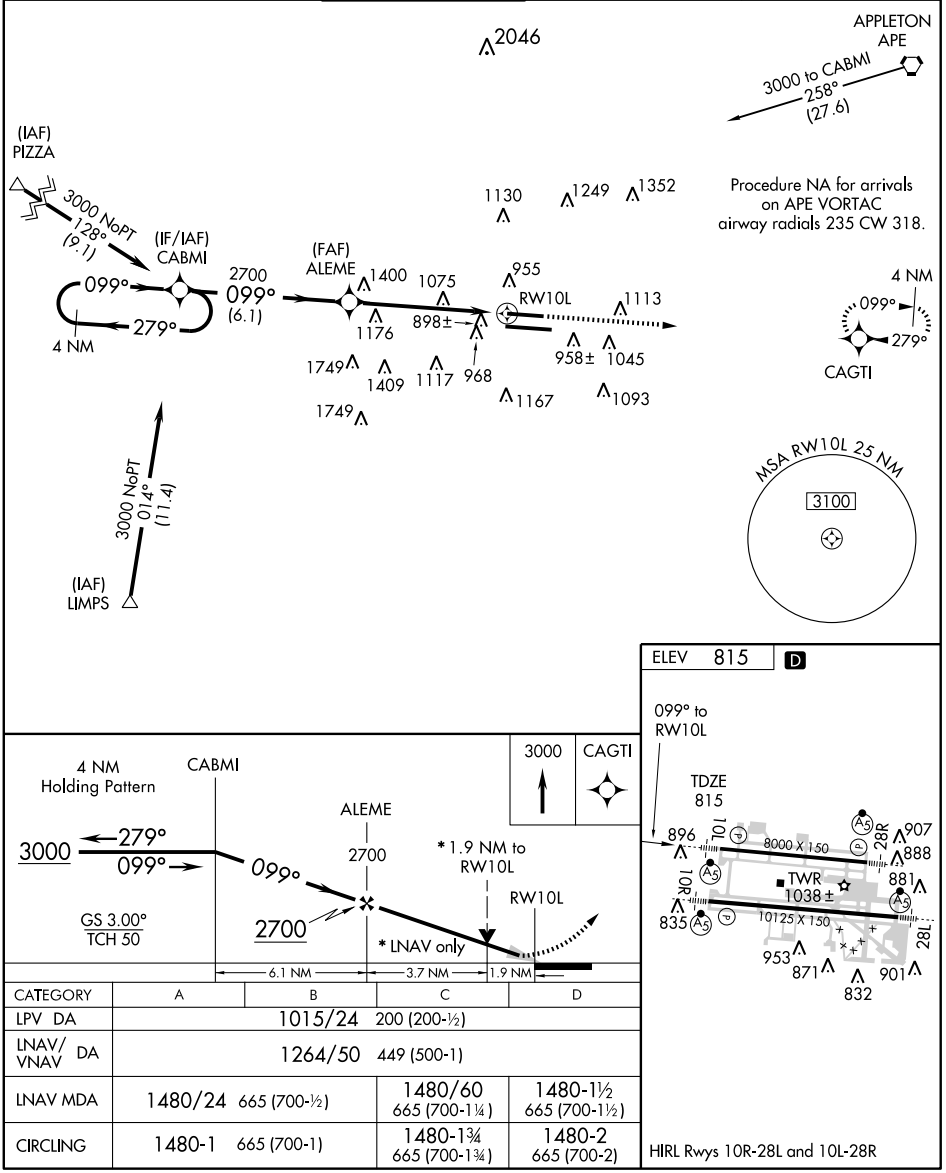
COLUMBUS / PORT COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct CAGTI and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3



CATEGORY	A	B	C	D
LPV DA	1015/24 200 (200-½)			
LNAV/ VNAV DA	1264/50 449 (500-1)			
LNAV MDA	1480/24 665 (700-½)		1480/60 665 (700-1¼)	1480-1½ 665 (700-1½)
CIRCLING	1480-1 665 (700-1)		1480-1¾ 665 (700-1¾)	1480-2 665 (700-2)

HIRL Rwys 10R-28L and 10L-28R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10125
CH 99603	099°	TDZE	810
W10A		Apt Elev	815

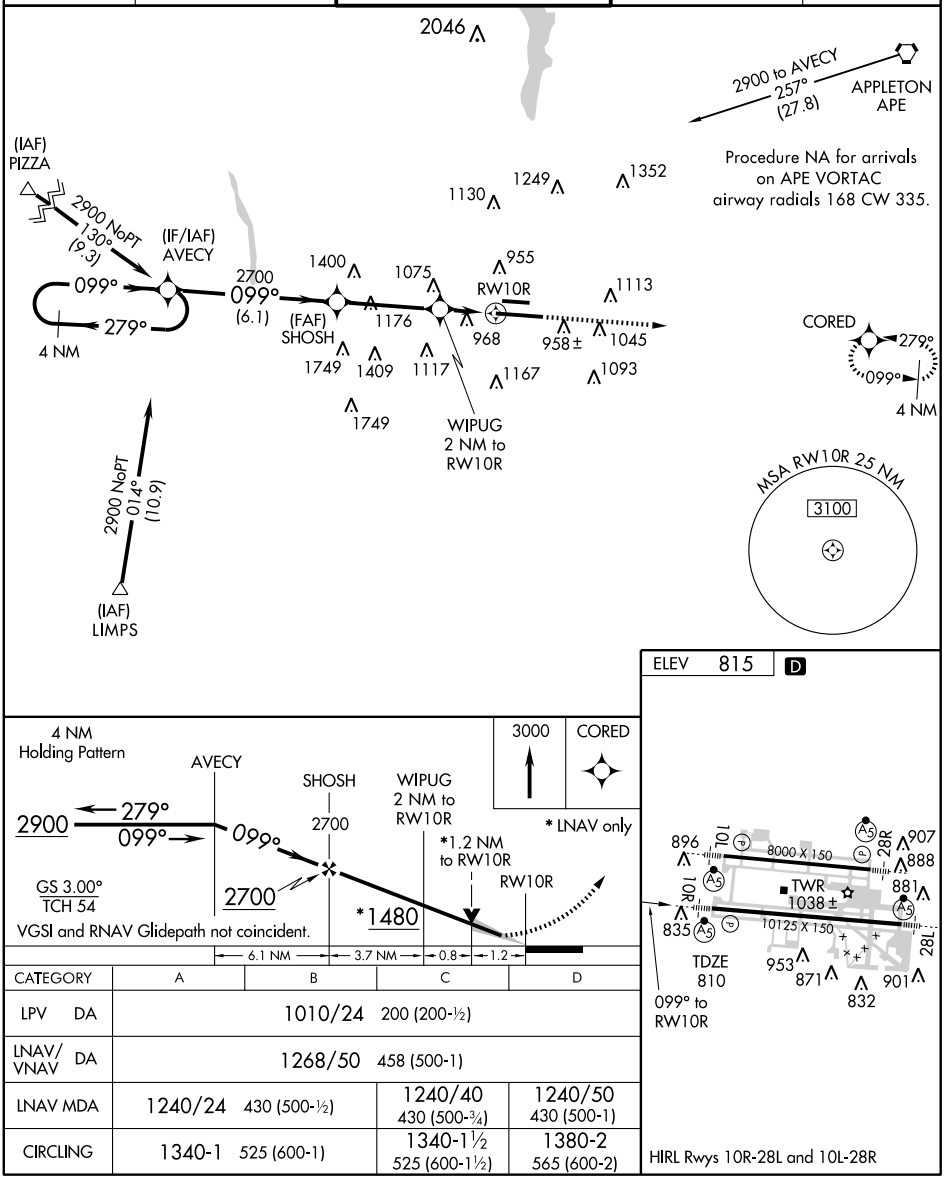
RNAV (GPS) Y RWY 10R

COLUMBUS / PORT COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CORED and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3



CATEGORY	A	B	C	D
LPV DA	1010/24 200 (200-½)			
LNAV/VNAV DA	1268/50 458 (500-1)			
LNAV MDA	1240/24 430 (500-½)		1240/40 430 (500-¾)	1240/50 430 (500-1)
CIRCLING	1340-1 525 (600-1)		1340-1½ 525 (600-1½)	1380-2 565 (600-2)

HIRL Rwys 10R-28L and 10L-28R

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10125
CH 48999	279°	TDZE	814
W28A		Apt Elev	815

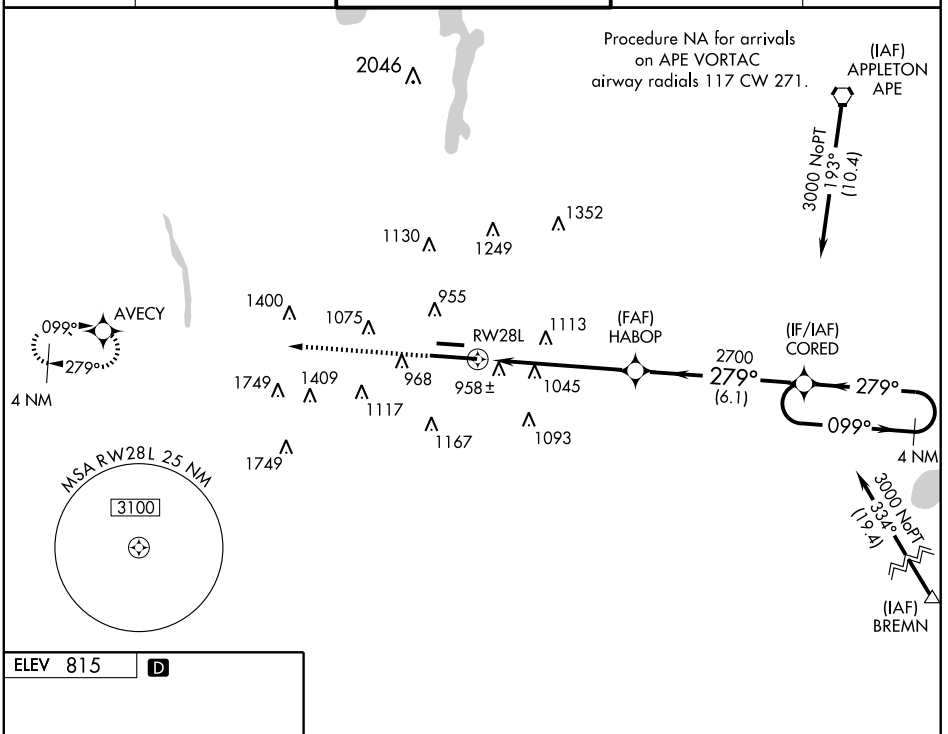
RNAV (GPS) Y RWY 28L

COLUMBUS / PORT COLUMBUS INTL (CMH)

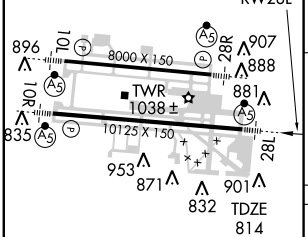
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

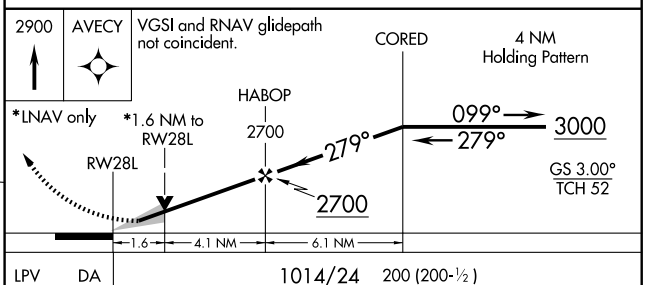
MISSED APPROACH: Climb to 2900 direct AVECY and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3



ELEV 815 D





LPV	DA	1014/24	200 (200-½)	
LNAV/VNAV	DA	1341/60	527 (600-1¼)	
LNAV MDA		1380/24	566 (600-½)	
CIRCLING		1380-1 565 (600-1)	1380-1½ 565 (600-1½)	1380-2 565 (600-2)

HIRL Rwys 10R-28L and 10L-28R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 86619	279°	TDZE	813
W28B		Apt Elev	815

RNAV (GPS) Y RWY 28R

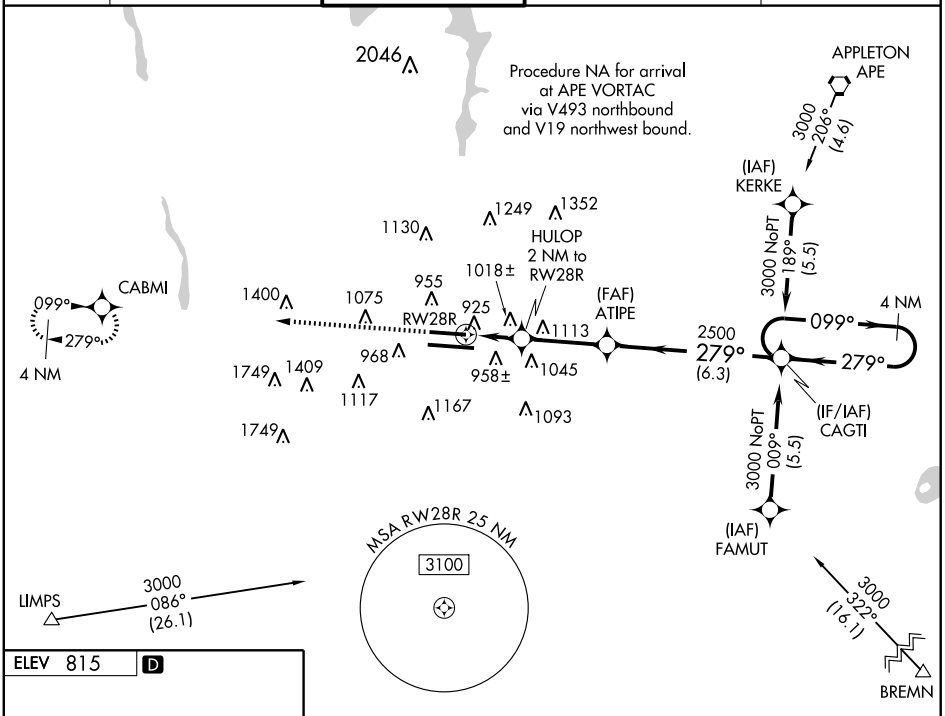
COLUMBUS / PORT COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct CABMI and hold.

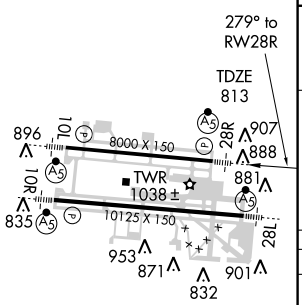
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3

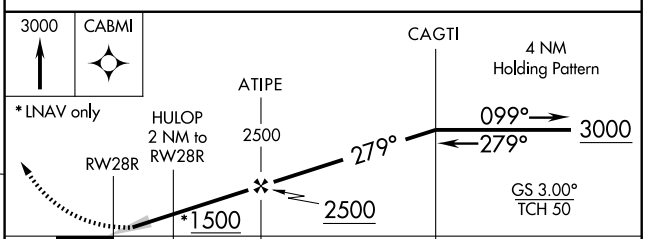


EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 815 D





CATEGORY	A	B	C	D
LPV DA	1013-½ 200 (200-½)			
LNAV/VNAV DA	1175-¾ 362 (400-¾)			
LNAV MDA	1420-½ 607 (700-½)		1420-1¼ 607 (700-1¼)	1420-1½ 607 (700-1½)
CIRCLING	1420-1 605 (700-1)		1420-1¾ 605 (700-1¾)	1420-2 605 (700-2)

HIRL Rwys 10R-28L and 10L-28R

RNAV (RNP) Z RWY 10L

COLUMBUS / PORT COLUMBUS INTL (CMH)

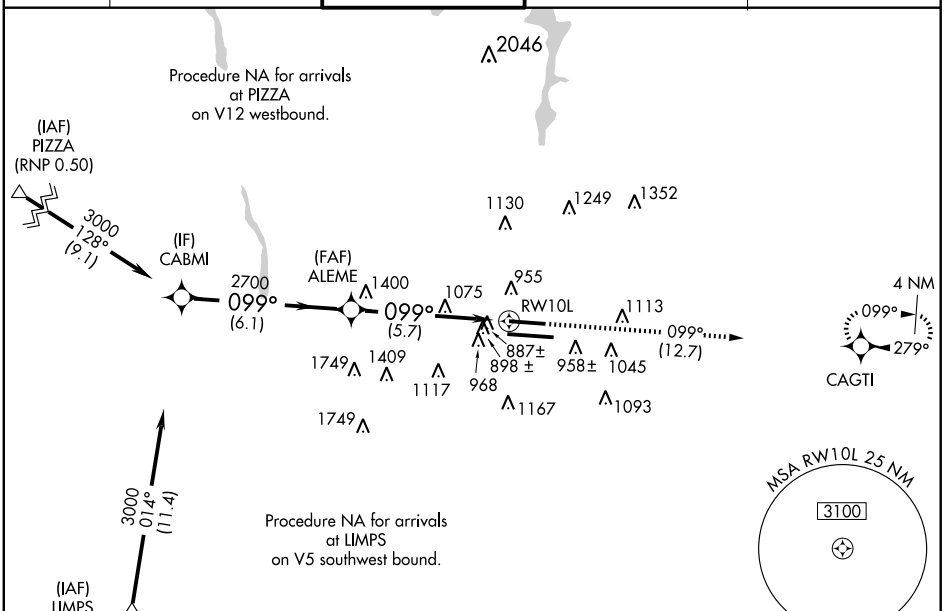
APP CRS	Rwy Idg	8000
099°	TDZE	815
	Apt Elev	815

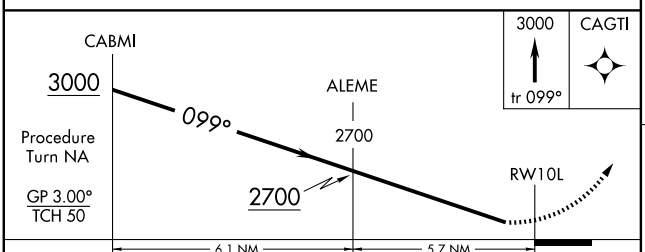
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (1°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.20 all Cats visibility to RVR 6000, and RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 3000 on track 099° to CAGTI and hold.

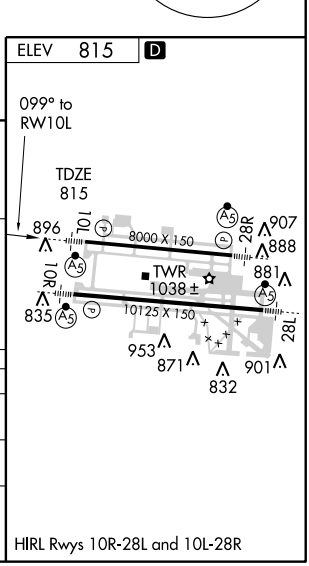
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3





CATEGORY	A	B	C	D
RNP 0.20 DA	1164/40 349 (400-¾)			
RNP 0.30 DA	1216/50 401 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10125
099°	TDZE	810
	Apt Elev	815

RNAV (RNP) Z RWY 10R

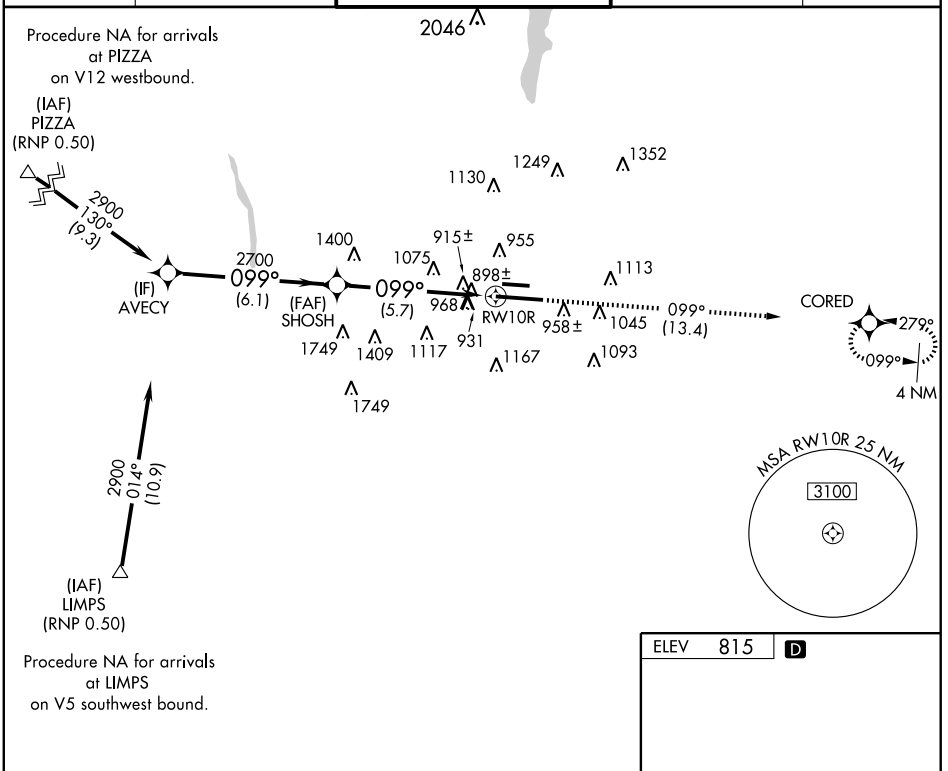
COLUMBUS / PORT COLUMBUS INTL (CMH)

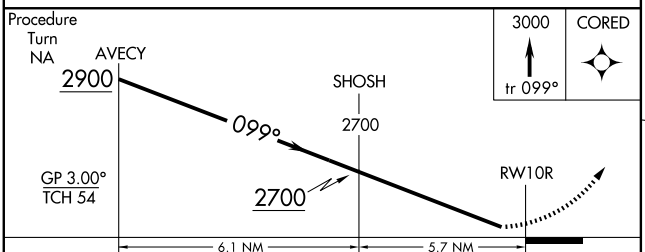
T GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (2°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.22 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾.
*When VGSI inop, procedure NA at night.

MALSR

MISSED APPROACH: Climb to 3000 on track 099° to CORED and hold.

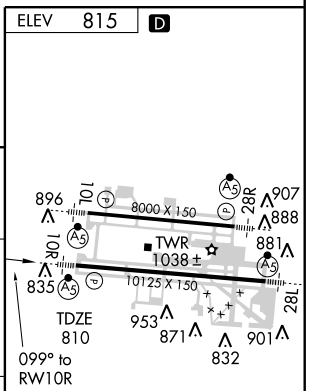
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3





CATEGORY	A	B	C	D
RNP 0.22 DA	1189/40 379 (400-¾)			
*RNP 0.30 DA	1314/60 504 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL Rwys 10R-28L and 10L-28R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10125
279°	TDZE	814
	Apt Elev	815

RNAV (RNP) Z RWY 28L

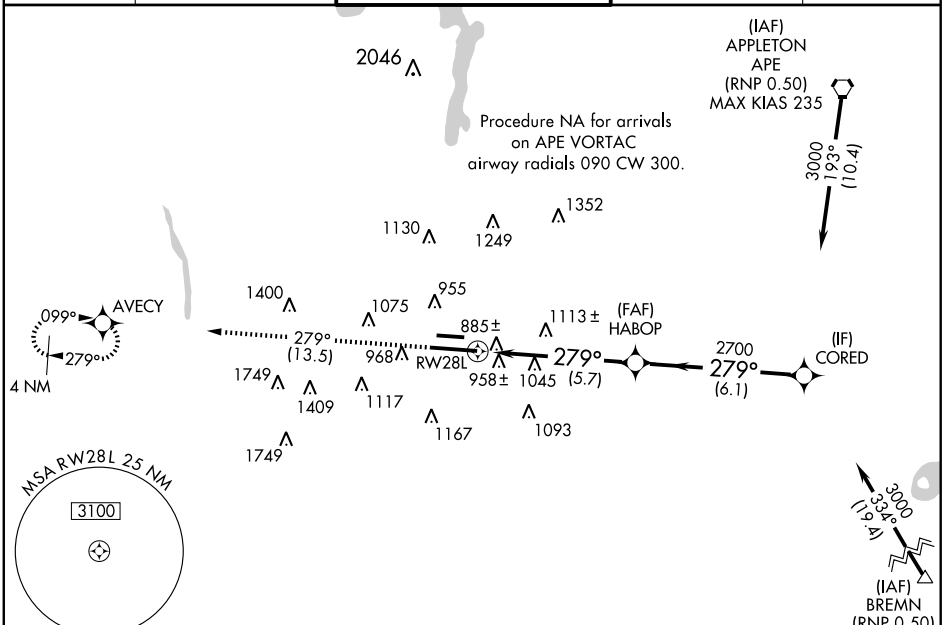
COLUMBUS / PORT COLUMBUS INTL (CMH)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (2°F) or above 47°C (117°F). For inoperative MALSR, increase all visibilities ½ mile.

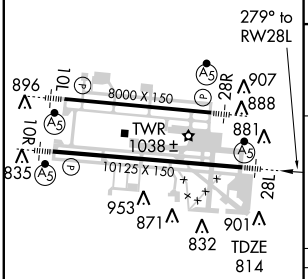
MALSR

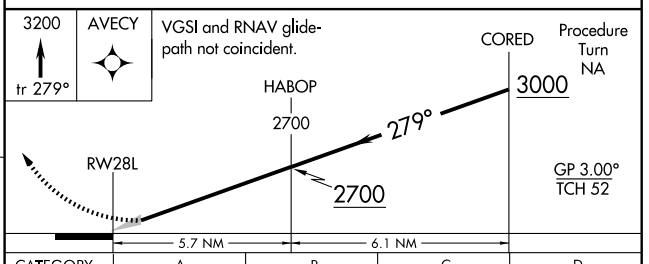
MISSED APPROACH: Climb to 3200 on track 279° to AVECY and hold.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3



ELEV 815 D





CATEGORY	A	B	C	D
RNP 0.15 DA		1144/40	330 (400-¾)	
RNP 0.20 DA		1196/40	382 (400-¾)	
RNP 0.30 DA		1293/60	497 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

HIRL Rwys 10R-28L and 10L-28R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8000
279°	TDZE	813
	Apt Elev	815

RNAV (RNP) Z RWY 28R

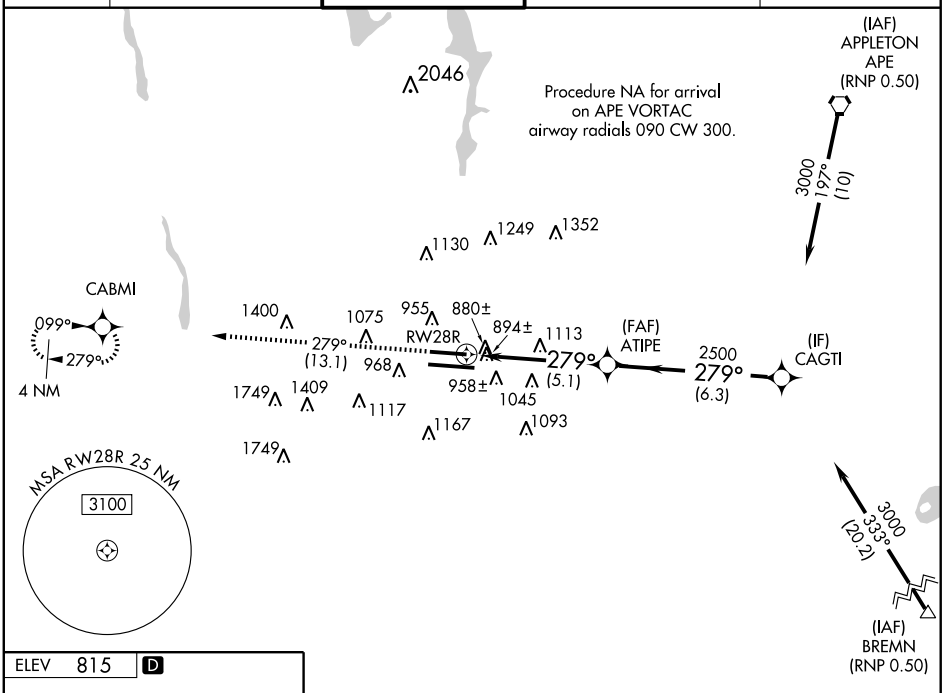
COLUMBUS / PORT COLUMBUS INTL (CMH)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (1°F) or above 47°C (117°F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to 1, and RNP 0.30 all Cats visibility to 1¼.

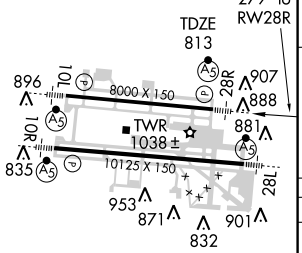
MALSR

MISSED APPROACH: Climb to 3000 on track 279° to CABMI and hold.

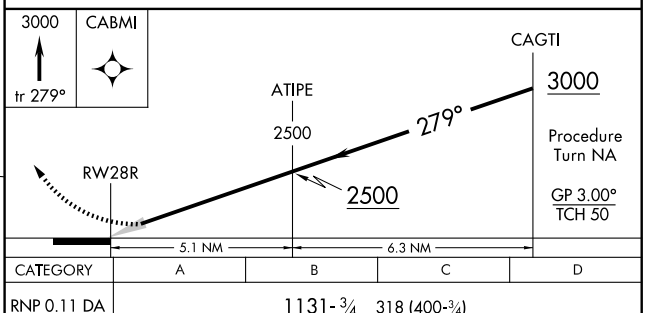
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
124.6	125.95 371.975	132.7 257.8	121.9 348.6	126.3



ELEV 815 D



HIRL Rwys 10R-28L and 10L-28R



CATEGORY	A	B	C	D
RNP 0.11 DA	1131- ¾ 318 (400-¾)			
RNP 0.30 DA	1194- ¾ 381 (400-¾)			

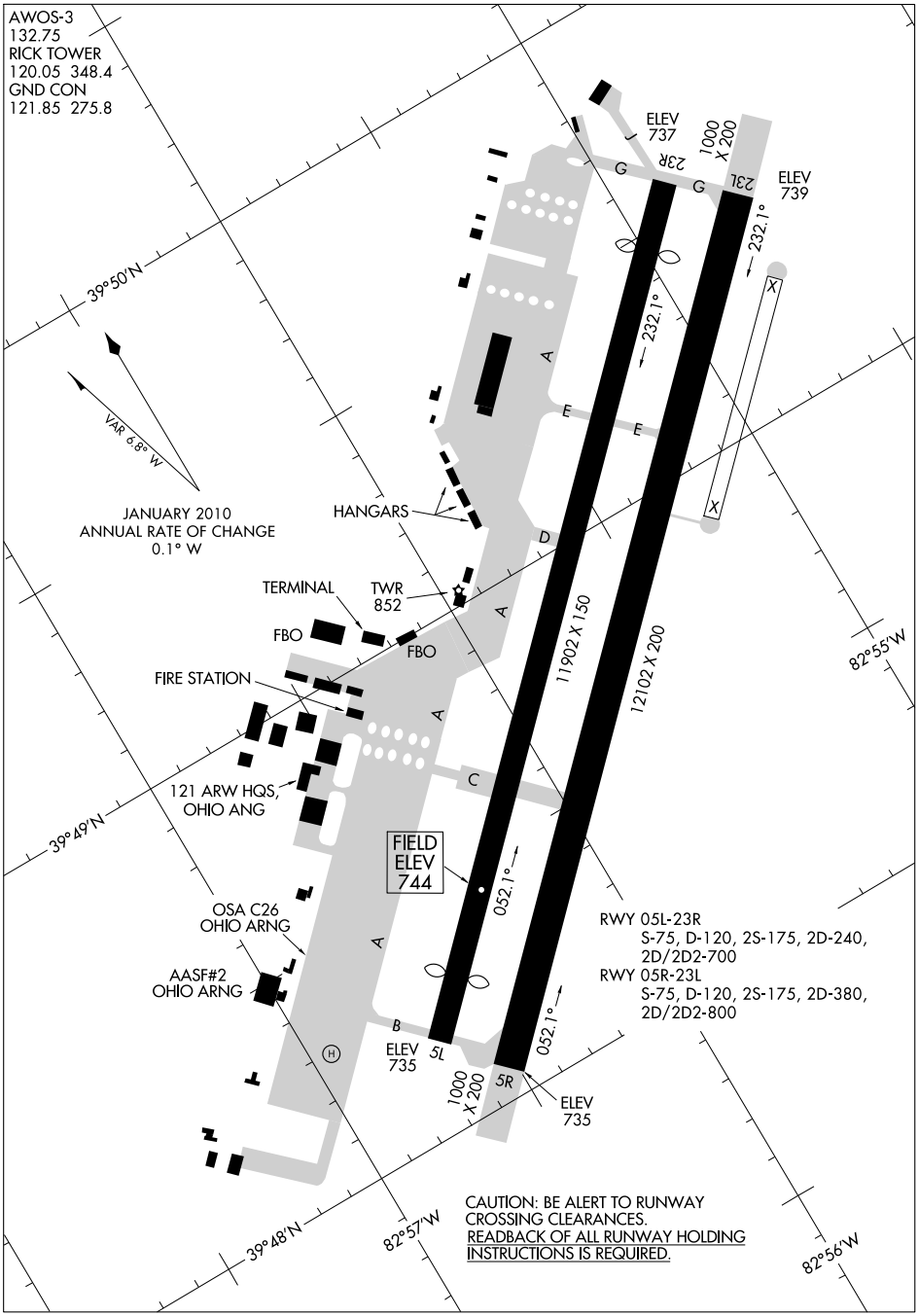
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6846 (FAA)

COLUMBUS/ RICKENBACKER INTL (LCK)
COLUMBUS, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

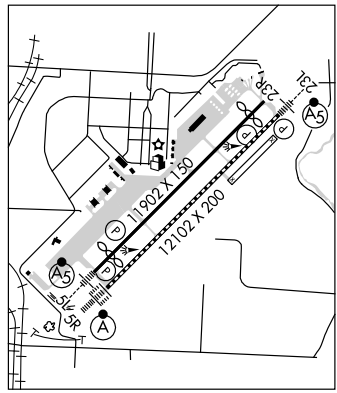
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS, OHIO
COLUMBUS/ RICKENBACKER INTL (LCK)

10210

RICKENBACKER INTL (LCK)(KLCK) CIV/MIL/ANG/ARNG 10 S UTC−5(−4DT) **CINCINNATI**
N39°48.83′ W82°55.67′ **H–10G, L–29A**
744 B S4 **FUEL** 100LL, JET A TPA –See Remarks LRA Class I, ARFF Index A **IAP, DIAP, AD**
NOTAM FILE LCK

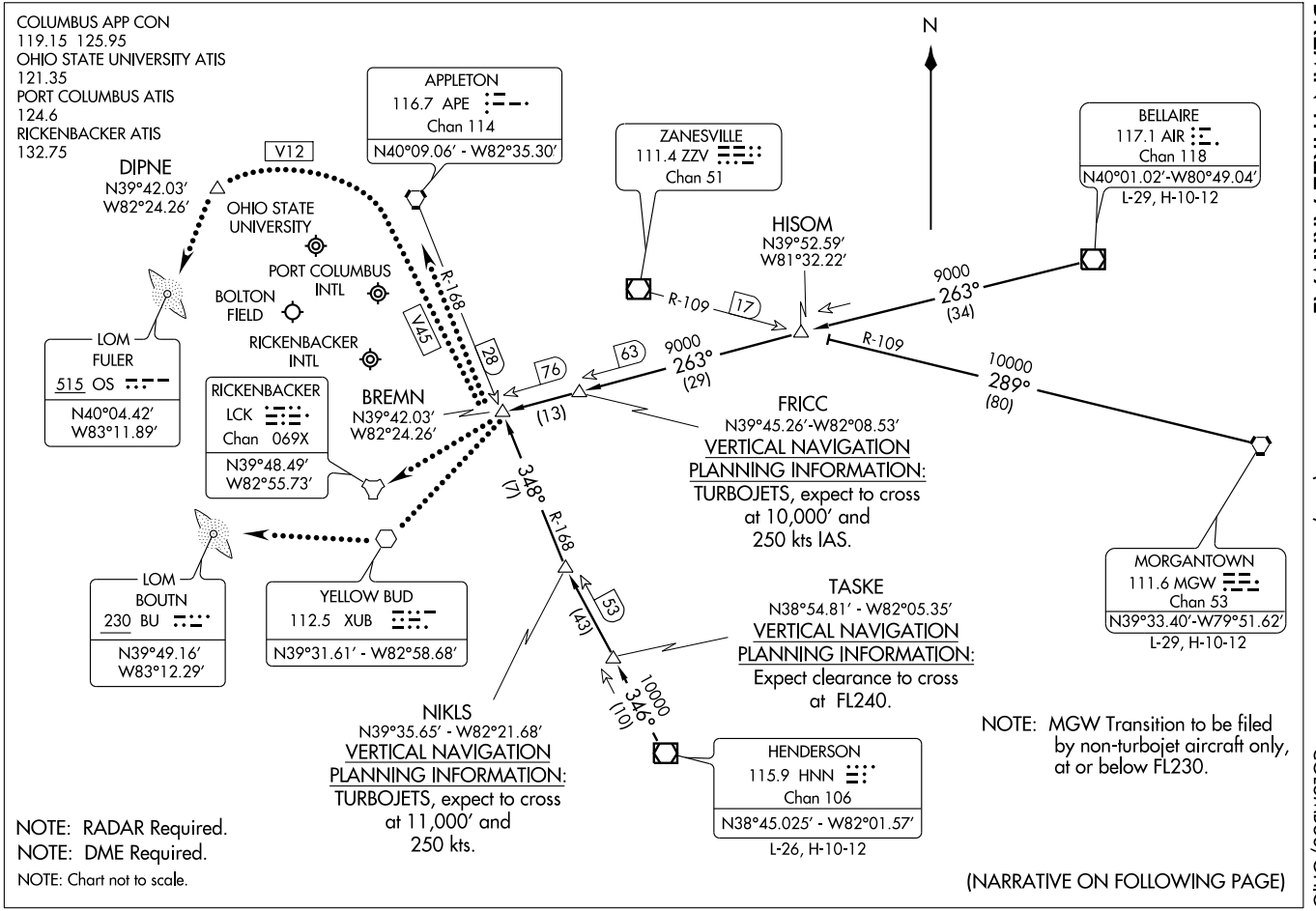


RWY 05R–23L: H12102X200 (ASPH–CONC–GRVD) S–75, D–120, 2S–175, 2D–380, 2D/2D2–800 HIRL CL
RWY 05R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 66′.
RWY 23L: MALSR. PAPI(P4L)—GA 3.0° TCH 74′.
RWY 05L–23R: H11902X150 (ASPH–GRVD) S–75, D–120, 2S–175, 2D–240, 2D/2D2–700 HIRL
RWY 05L: MALSR. PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 898′.
RWY 23R: REIL. PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 989′.
MILITARY SERVICE: LGT Boundary lgt avbl. **JASU** 2(A/M–32A) (MA–1A) 3(AM32–95) **FUEL** J8(Military) (NC–100LL). A, A+ (Air BP, avbl Mon–Fri 24 hours, Sat 0500–0200Z‡, Sun including holidays 0900–0500Z‡, 4 hour prior notice required but no PPR C614–492–9674, after hour fee $130. **FLUID** SP PRESAIR LHOX **OIL** O–128 **TRAN ALERT** Ltd svc avbl but no PPR. No ANG tran svc off ANG ramp.
AIRPORT REMARKS: Attended continuously. General aviation svcs attended continuously call C614–237–3747 ext 318, or 614–409–4900. Birds on and invof arpt. Twy M clsd indef. Twy J clsd to group V acft. Noise abatement procedures in effect from 0400–1200Z‡, dep Rwy 23L and 23R winds 10 knots or less; arrivals Rwy 05L and 05R winds 10 knots or less; arpt ops C614–492–2436. PPR for unscheduled Air Carrier ops with more than 30 passenger seats. Rwy 05R–23L has 1000′ stopway on both ends; not avbl for ASDA. Rwy 05R–23L PAPI and ILS radar position indicator not coincidental. TPA for lgt acft weighing 12,500 lbs or less 1400(656), TPA for acft greater than 12,500 lbs 1900(1156), TPA for overhead tfc 2400(1656). Rwy 05R ALSF II unmonitored indef. Rwy 05R–23L PAPI and ILS Runway Point of Intercept not coincidental. To req ldg rights ctc US Customs between 1230–0300Z‡ Mon–Fri at 614–497–1865.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** AMC acft opr restricted during Bird Watch Conditions Moderate (tkf and ldg permission only when departure/arrival routes avoid identification bird activity, no local IFR/VFR tfc pattern) and Severe (tkf and ldg prohibited without OG/CC approval) ctc Comd Post for current Bird Watch Conditions code. All military acft must RON on 121 ARW or Detachment–21 ramp when space is avbl. All fixed wing military acft requiring parking and/or svc on 121 ARW ramp must have PPR number 48 hr in advance from Base OPS DSN 696–4595, C614–492–4595. Base OPS hr vary. Clsd holidays. **CAUTION** Bird and deer hazard. **CSTMS/AG/IMG** Avbl only with prior coordination. **ANG** 121 ARW KC–135–R Comd Post DSN 696–4468. Limited tran svc avbl, weekdays 1200–2000Z‡ except holidays. Limited tran fuel/parking, tran aircrew must assist/perform refuel opr. Fuel avbl on ANG ramp on prior request only. Acft support not coordinated by PPR 48 hr prior with 121 ARW may not be avbl. **ARNG** Opr weekdays 1200–2100Z‡ except holidays. No tran svc after 1900Z‡, DSN 346–6411, C614–336–6411. Ctc C–26 OPS prior to entering C–26 ramp park area, 139.3 DSN 346–6473, C614–336–6473.
WEATHER DATA SOURCES: AWOS–3 132.750 (C614) 492–2441.
COMMUNICATIONS: UNICOM 122.95
Ⓡ **COLUMBUS APP/DEP CON** 119.15 279.6
RICK TOWER 120.05 348.4 **GND CON** 121.85 257.8
ANG COMD POST 238.8 (RICK CON) **ARNG OPS** 142.6 228.8 36.7 **ARNG C–26 OPS** 139.3 **121 ARW OPS** 238.8 (BRUTUS OPS)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 224° 25.6 NM to fld. 1350/6W. **HIWAS.**
(T) TACAN Chan 69 LCK (134.2) N39°48.49′ W82°55.73′ at fld. 732/5W. NOTAM FILE LCK. No NOTAM MP Wed 1300–1500Z‡.
TACAN azimuth unusable:
290°–300° blo 4,000′ 130°–170° byd 18 NM blo 5,000′
TACAN azimuth and DME unusable:
075°–130° byd 12 NM blo 5,000′
075°–170° blo 3,000′
COBBS NDB (LOM) 253 DD N39°44.58′ W83°01.22′ 050° 6.0 NM to fld.
PICKL NDB (LOM) 376 LC N39°52.86′ W82°50.17′ 231° 5.9 NM to fld.
ILS/DME 110.1 I–DDV Chan 38 Rwy 05R. Class IIE. LOM COBBS NDB. No NOTAM MP Mon, Tue 1300–1700Z‡.
ILS 110.1 I–LCK Rwy 23L. Class IE. LOM PICKL NDB. MM OTS indef. No NOTAM MP Mon, Tue 1300–1700Z‡.
ILS/DME 110.55 I–FQS Chan 42Y Rwy 05L. Class IE.
COMM/NAV/WEATHER REMARKS: Ctc ground control for clearance prior to push back onto Twy A from cargo ramp 2.

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269

COLUMBUS, OHIO

COLUMBUS APP CON
119.15 125.95
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS ATIS
124.6
RICKENBACKER ATIS
132.75



NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269
COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .
HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .
MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:
LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.
LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.
LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.
LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

EC-2, 21 OCT 2010 to 18 NOV 2010

GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

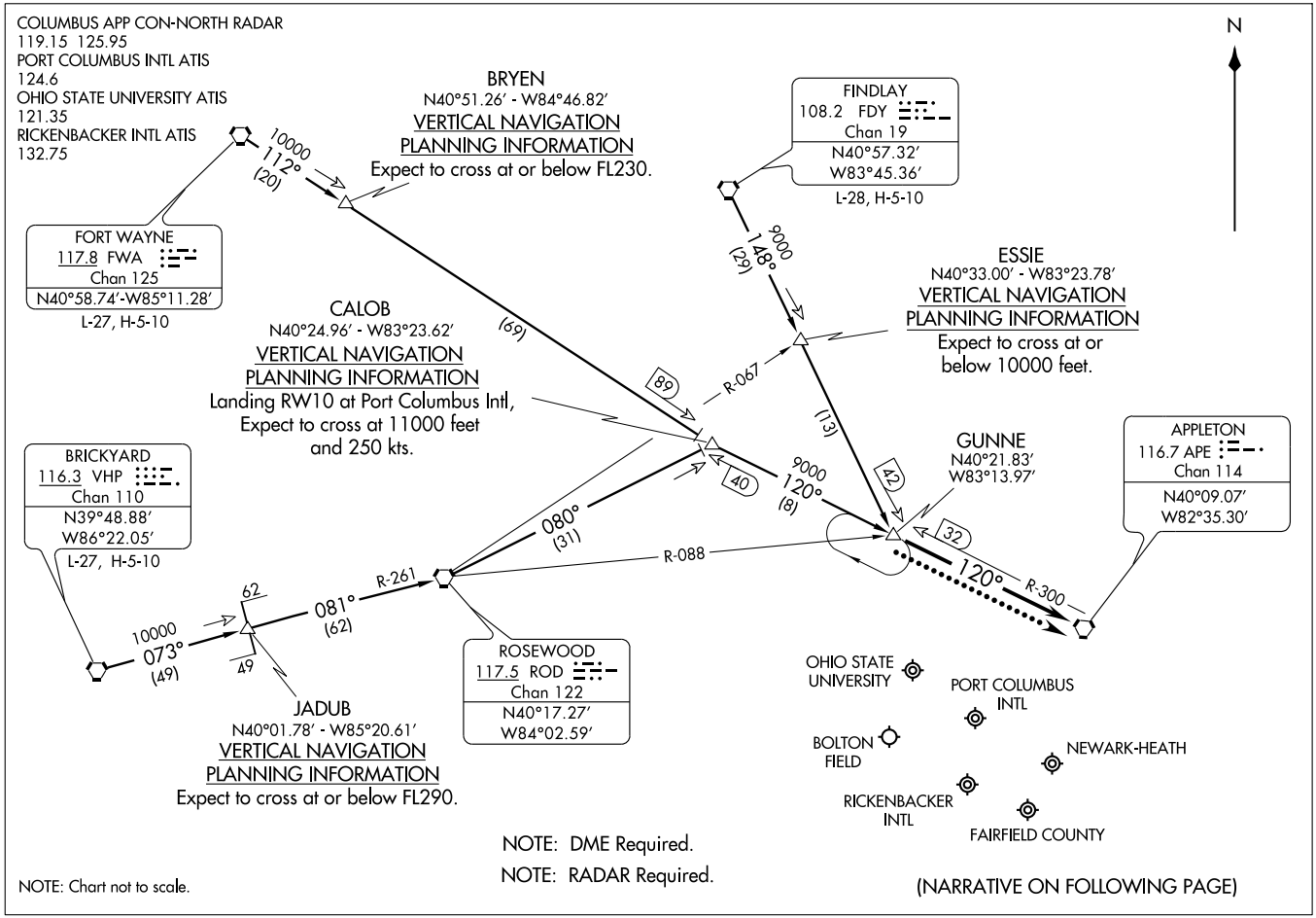
GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 5R

LOC I-DDV	APCH CRS	Rwy ldg 12,102
110.1	050°	TDZE 736
Chan 38		Arpt Elev 744

JAL-6846 [USAF] COLUMBUS/RICKENBACKER INTL (KLCK)

* When ALS inop, increase CAT CDE RVR to 4000,
** When ALS inop, increase CAT C RVR to 5000, CAT DE RVR to 6000.
*** Circling NA NW of Rwy 5L/23R.

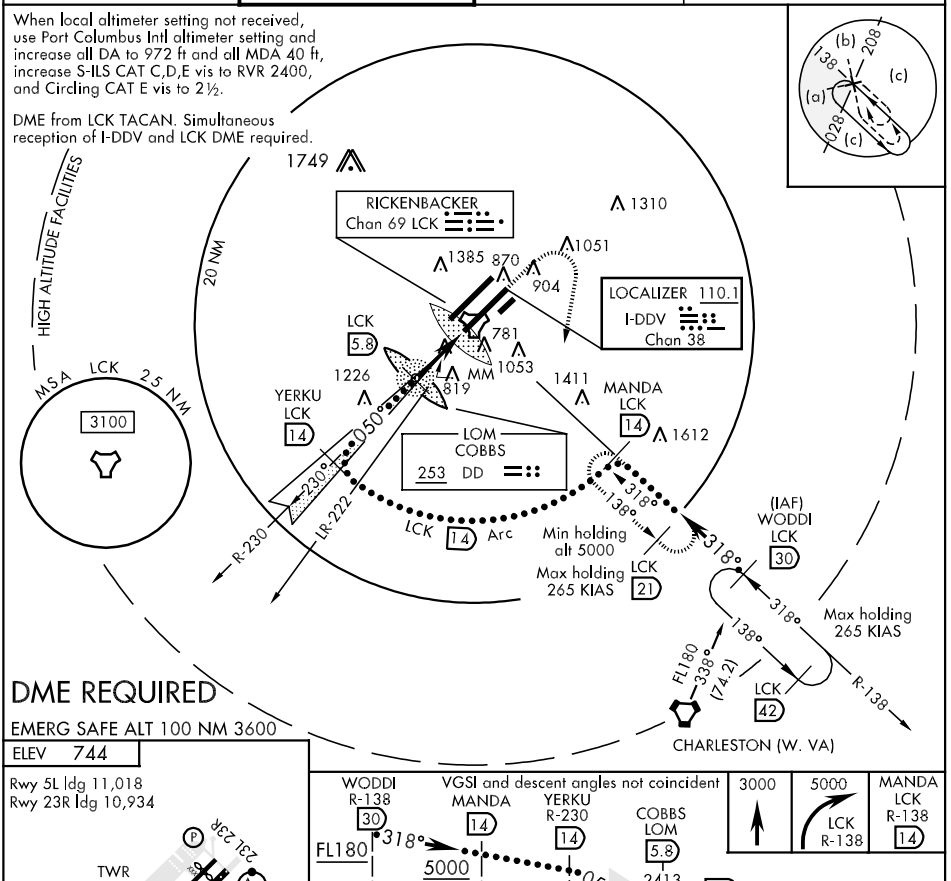
ALSF-2

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 190° and LCK R-138 to MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3
119.15 279.6	120.05 348.4	121.85 275.8	132.75

When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA to 972 ft and all MDA 40 ft, increase S-ILS CAT C,D,E vis to RVR 2400, and Circling CAT E vis to 2½.

DME from LCK TACAN. Simultaneous reception of I-DDV and LCK DME required.

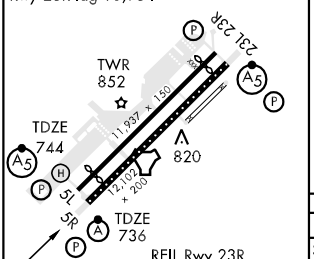


DME REQUIRED

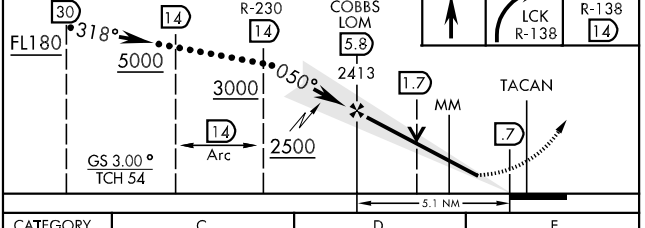
EMERG SAFE ALT 100 NM 3600

ELEV 744

Rwy 5L ldg 11,018
Rwy 23R ldg 10,934



FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32



CATEGORY	C	D	E
S-ILS 5R *	936/18 200 (200-¼)		936/24 200 (200-½)
S-LOC 5R **	1080/24 344 (400-½)	1080/40 344 (400-¾)	
SIDESTEP RWY 5L	1180-1½ 444 (500-1½)	1180- 2 444 (500-2)	
CIRCLING ***	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 23L

LOC I-LCK	APCH CRS	Rwy ldg 12,102 / TDZE 739 / Arpt Elev 744
110.1	230°	

JAL-6846 [USAF] COLUMBUS/RICKENBACKER INTL (KLCK)

*When ALS inop, increase CAT CDE RVR to 4000, increase S-LOC CAT C RVR to 6000, CAT DE vis to 1½.
**Circling NA NW of Rwy 5L-23R.

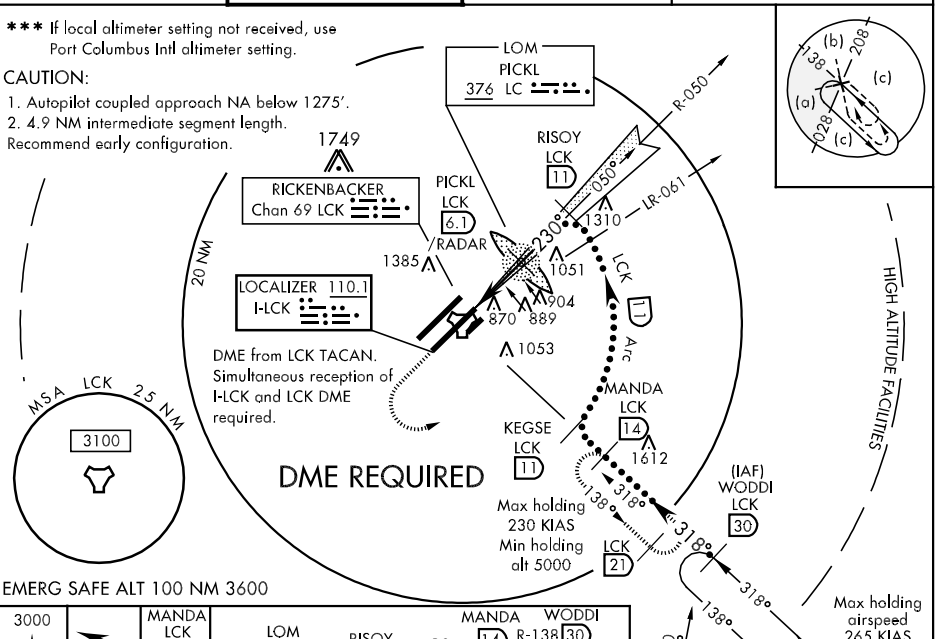
MALSR A5

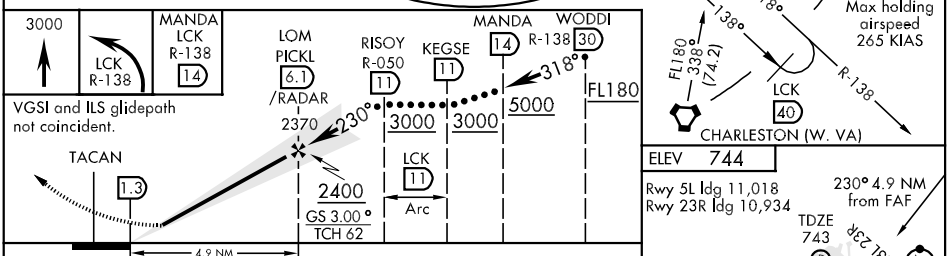
MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 080° and LCK R-138 to MANDA/ LCK 14 DME and hold (RADAR or DME REQUIRED).

COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3
119.15 279.6	120.05 348.4	121.85 275.8	132.75

*** If local altimeter setting not received, use Port Columbus Intl altimeter setting.

CAUTION:
1. Autopilot coupled approach NA below 1275'.
2. 4.9 NM intermediate approach segment length. Recommend early configuration.

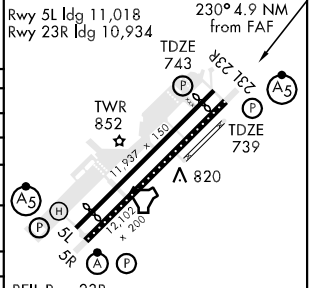




CATEGORY	C	D	E
S-ILS 23L *	939/24 200 (200-½)		
S-LOC 23L	1180/40 441 (500-¾)	1180/50 441 (500-1)	
SIDESTEP RWY 23R	1220-1½ 477 (500-1½)	1220-2 477 (500-2)	
CIRCLING**	1220-1½ 476 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)
*** PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS			
S-ILS 23L *	975/24 236 (300-½)		
S-LOC 23L	1220/40 481 (500-¾)	1220/50 481 (500-1)	1220/60 481 (500-1¼)
SIDESTEP RWY 23R	1260-1½ 517 (600-1½)	1260-2 517 (600-2)	
CIRCLING**	1260-1½ 516 (600-1½)	1340-2 596 (600-2)	1420-2¼ 676 (700-2¼)

ELEV 744

Rwy 5L ldg 11,018
Rwy 23R ldg 10,934



FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

HI-ILS or LOC RWY 23L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-FQS	APP CRS	Rwy Idg	11004
110.55	050°	TDZE	744
Chan 42 (Y)		Apt Elev	744

ILS or LOC RWY 5L

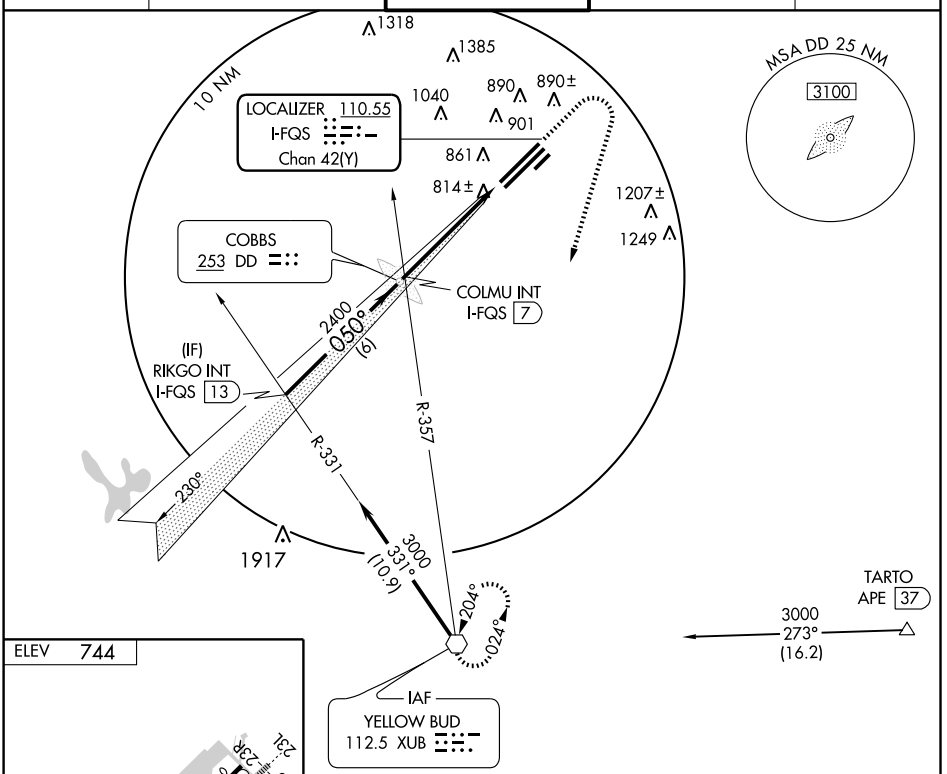
COLUMBUS / RICKENBACKER INTL (LCK)

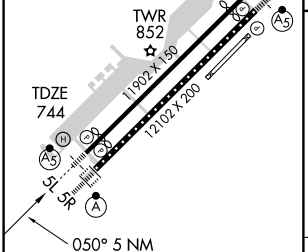
If local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs to 980 feet and increase all MDAs 40 feet. Circling not authorized NW of Rwy 5L-23R. For inoperative MALSR increase S-LOC Cat D visibility to 1 mile.

MALSR (A5)

MISSED APPROACH: Climb to 3000, then right turn direct XUB VOR and hold.

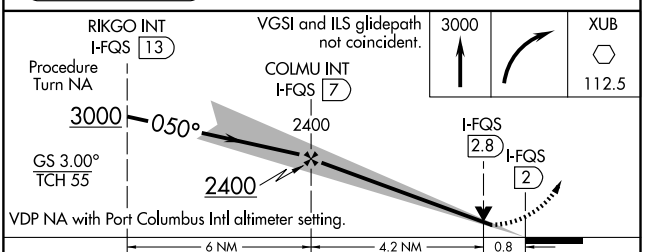
AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95





TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 5L	944-½	200 (200-½)		
S-LOC 5L	1080-½	336 (400-½)		1080-¾ 336 (400-¾)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DDV	APP CRS		5R	5L
110.1	050°	Rwy Idg	12102	11004
Chan 38		TDZE	736	744
		Apt Elev	744	744

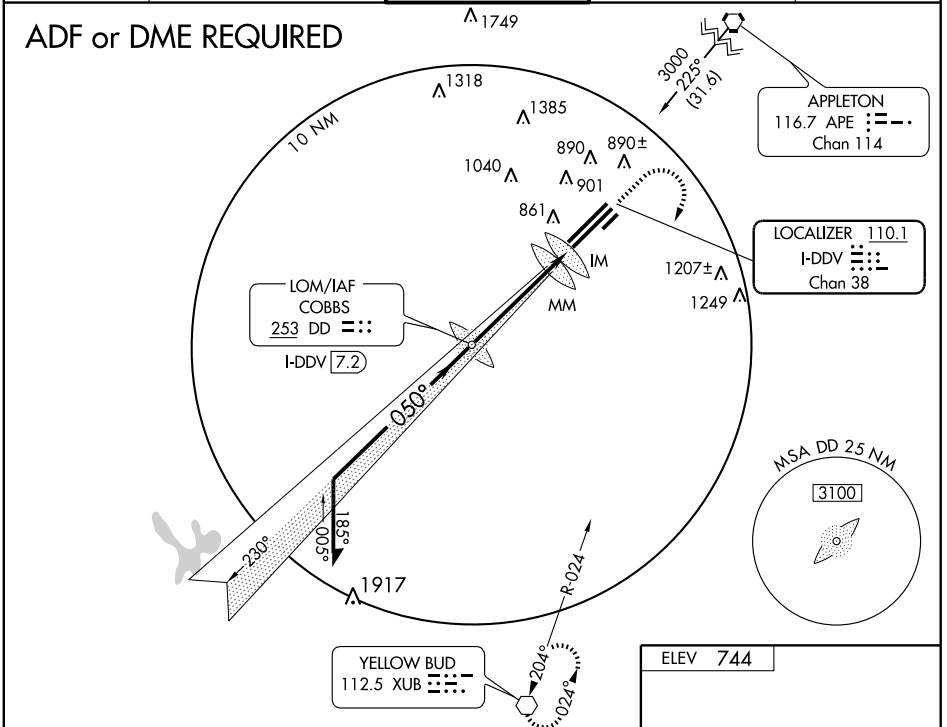
ILS or LOC RWY 5R

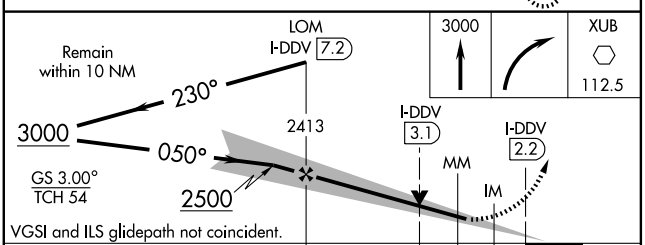
COLUMBUS / RICKENBACKER INTL (LCK)

When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA to 975 feet, and all MDA 40 feet; increase S-ILS 5R visibility to RVR 2400 all Cats. Circling not authorized NW of Rwy 5L-23R.	5R ALSF-2 (A)	5L MALSR (A5)	MISSED APPROACH: Climb to 3000, then right turn direct XUB VOR and hold.

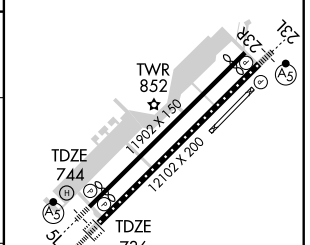
AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 5R	936/18 200 (200-½)			
S-LOC 5R	1080/24 344 (400-½)			1080/40 344 (400-¾)
SIDESTEP RWY 5L	1180-1 436 (500-1)		1180-1½ 436 (500-1½)	1180-2 436 (500-2)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-LCK	APP CRS		23L	23R
110.1	230°	Rwy Idg	12102	10913
		TDZE	739	743
		Apt Elev	744	744

ILS or LOC RWY 23L

COLUMBUS / RICKENBACKER INTL (LCK)

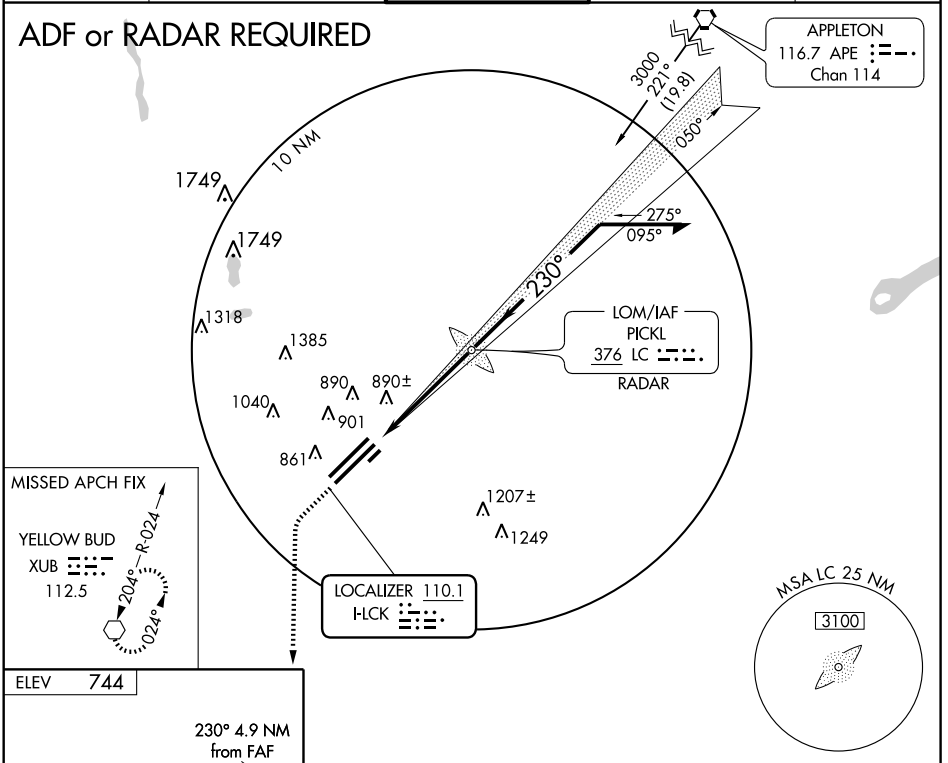
When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA to 975 feet and all MDA 40 feet. Circling not authorized NW of Rwy 5L-23R.

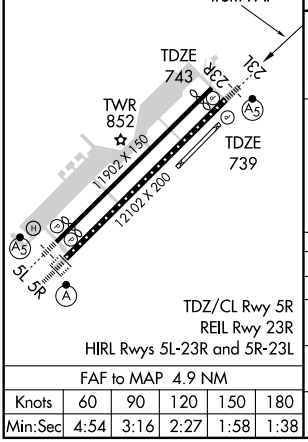
MALSR

MISSED APPROACH: Climb to 3000, then left turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

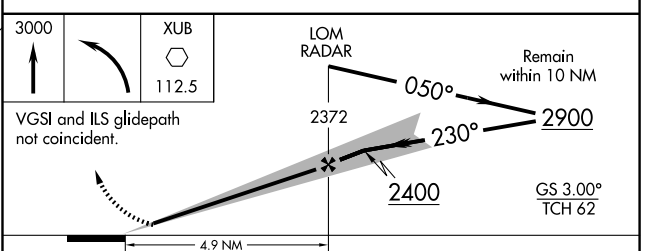
ADF or RADAR REQUIRED





TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 23L	939/24 200 (200-½)			
S-LOC 23L	1180/24 441 (500-½)		1180/40 441 (500-¾)	1180/50 441 (500-1)
SIDESTEP RWY 23R	1220-1 477 (500-1)		1220-1½ 477 (500-1½)	1220-2 477 (500-2)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DDV	APP CRS	Rwy Idg	12102
110.1	050°	TDZE	736
Chan 38		Apt Elev	744

ILS RWY 5R (CAT II)

COLUMBUS / RICKENBACKER INTL (LCK)

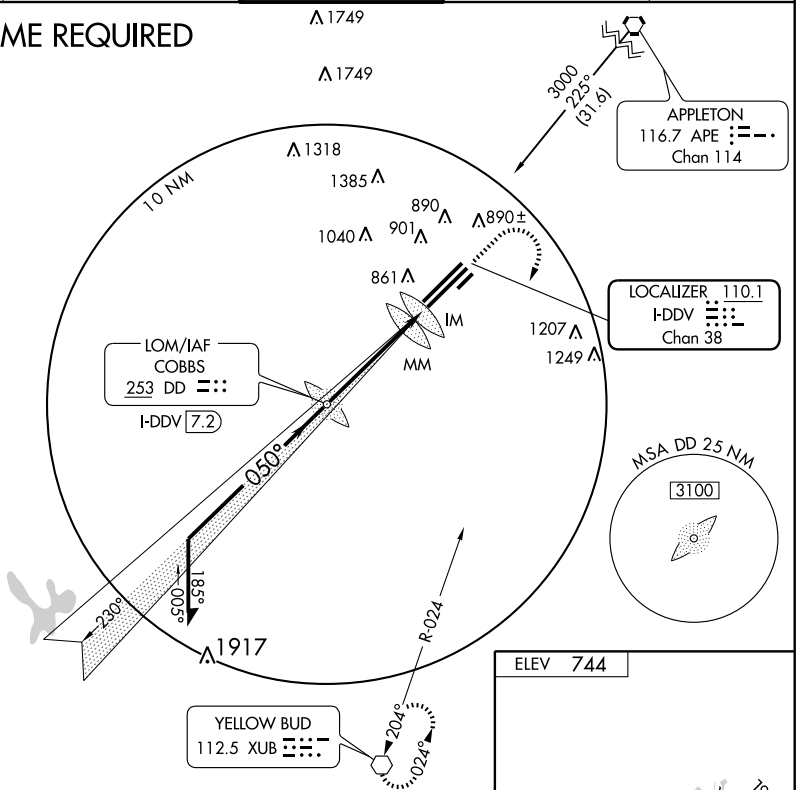
Cat II NA when using Port Columbus altimeter setting.

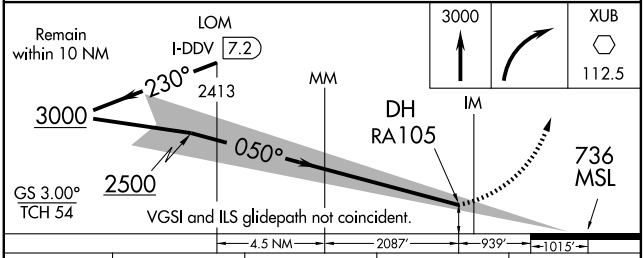
ALSF2

MISSED APPROACH: Climb to 3000, then turn right direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95

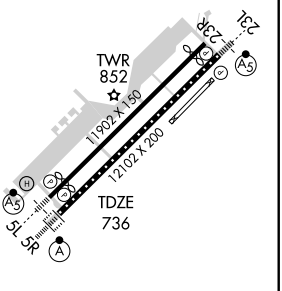
ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 5R	RA 105/12 103 DA 839			

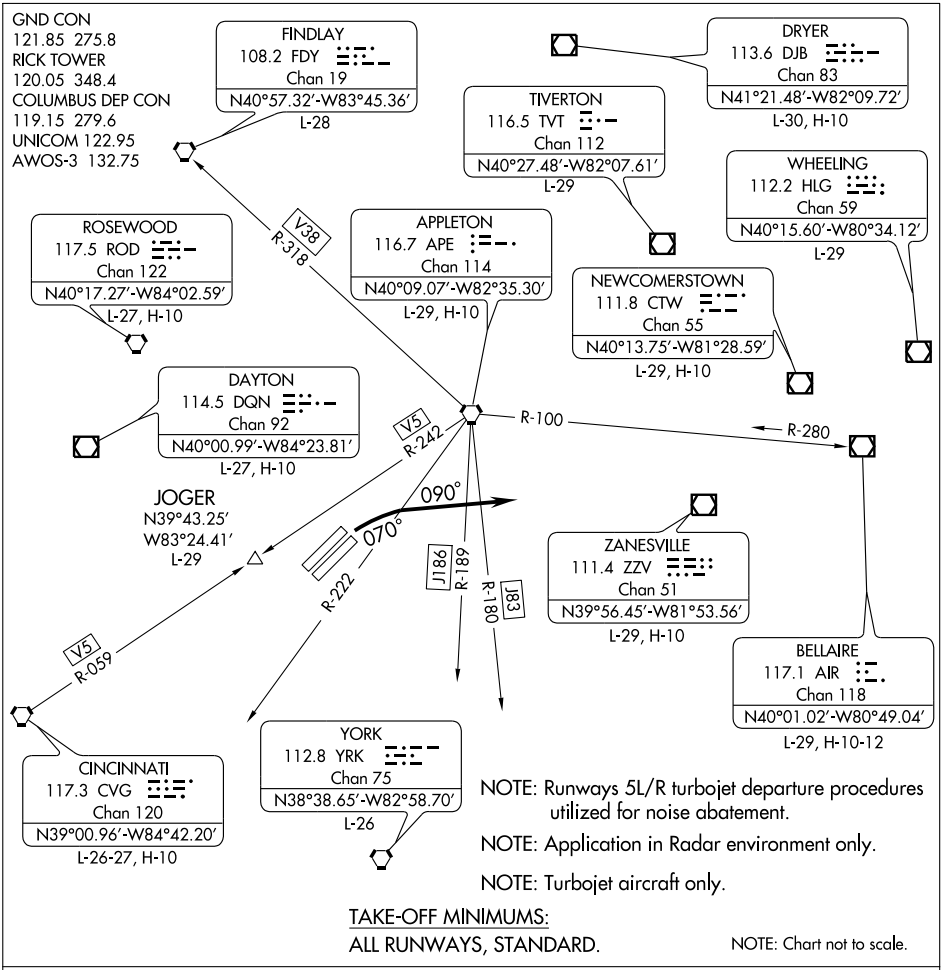
CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOCKBOURNE TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 5L or 5R: Climbing right turn to 3000' via heading 070° until crossing APE R-222, then right turn heading 090°. Expect vectors to assigned route and clearance to filed altitude 10 minutes after departure.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM DD	APP CRS	Rwy Idg	12102
253	051°	TDZE	736
		Apt Elev	744

NDB RWY 5R

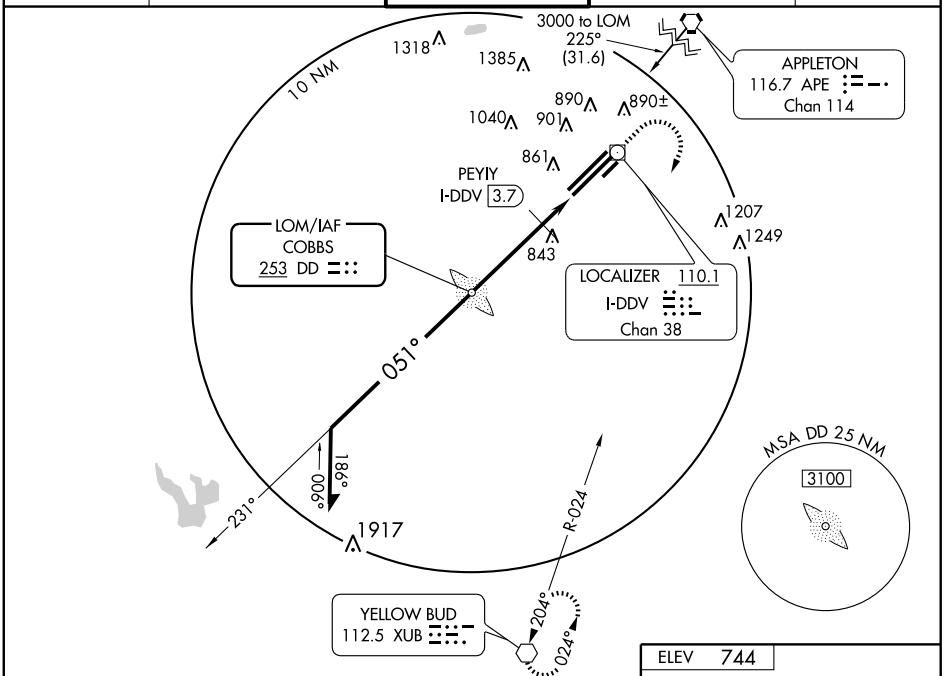
COLUMBUS / RICKENBACKER INTL (LCK)

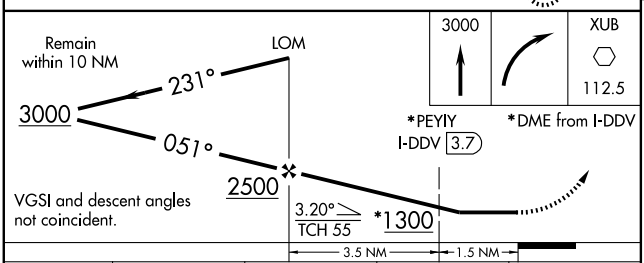
⚠ Circling NA NW of Rwy 5L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet, increase S-5R Cat C visibility to RVR 6000, Cat D visibility to 1¾ mile and PEYIY fix minimums Cat D visibility to RVR 6000.

ALSF2

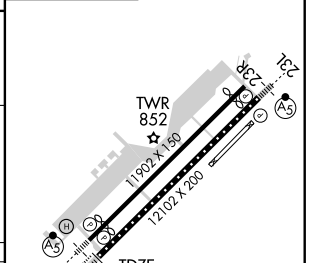
MISSED APPROACH: Climb to 3000 then right turn direct XUB VOR and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95





CATEGORY	A	B	C	D
S-5R	1300/40 564 (600-¾)		1300/50 564 (600-1)	1300-1½ 564 (600-1½)
CIRCLING	1300-1 556 (600-1)		1300-1½ 556 (600-1½)	1300-2 556 (600-2)
*PEYIY FIX MINIMUMS				
S-5R	1160/40 424 (500-¾)			1160/50 424 (500-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (600-1½)	1300-2 556 (600-2)



TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOM LC	APP CRS	Rwy Idg	12102
376	231°	TDZE	739
		Apt Elev	744

NDB RWY 23L

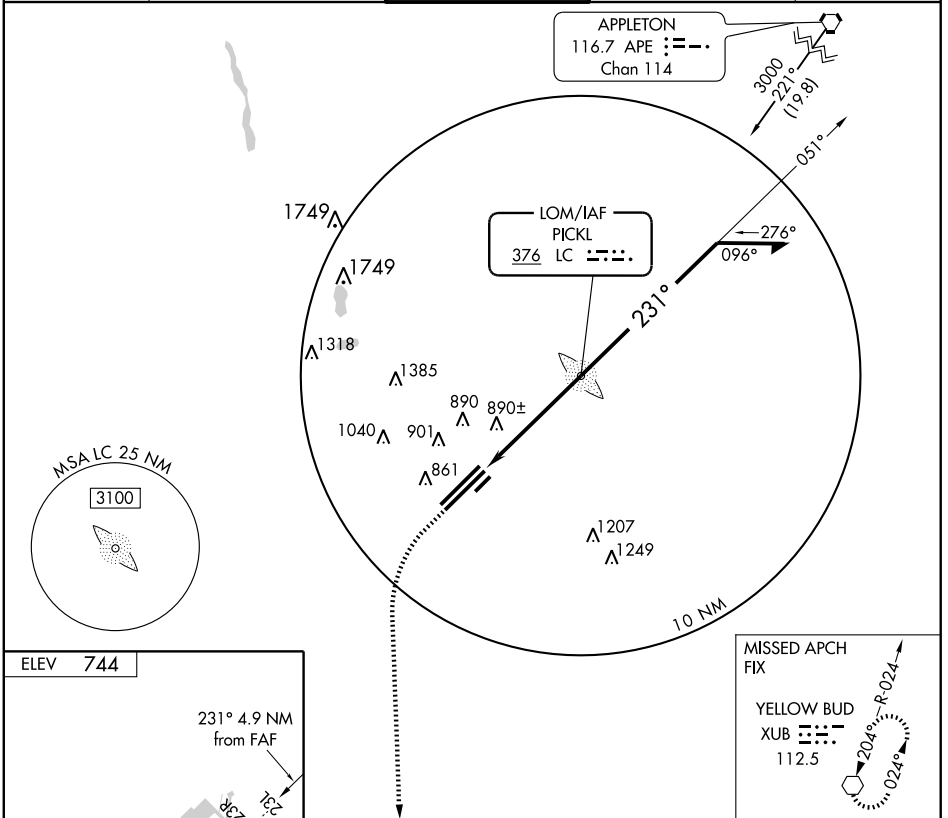
COLUMBUS / RICKENBACKER INTL (LCK)

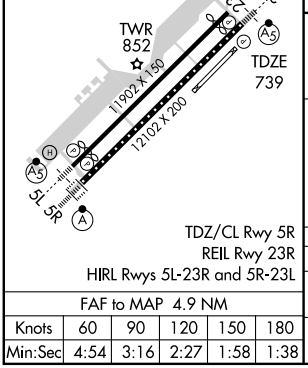
Circling NA NW of Rwy 5L-23R.
When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet.

MALSR

MISSED APPROACH: Climb to 3000 then left turn direct XUB VOR and hold.

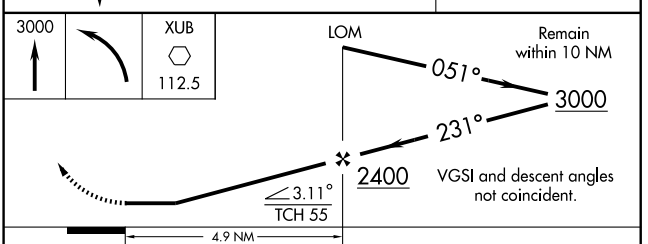
AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95





TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-23L	1280/40 541 (600-¾)		1280/50 541 (600-1)	1280-1½ 541 (600-1½)
CIRCLING	1280-1 536 (600-1)		1280-1½ 536 (600-1½)	1300-2 556 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78410 W05A	APP CRS 050°	Rwy Idg 12102 TDZE 736 Apt Elev 744

RNAV (GPS) RWY 5R

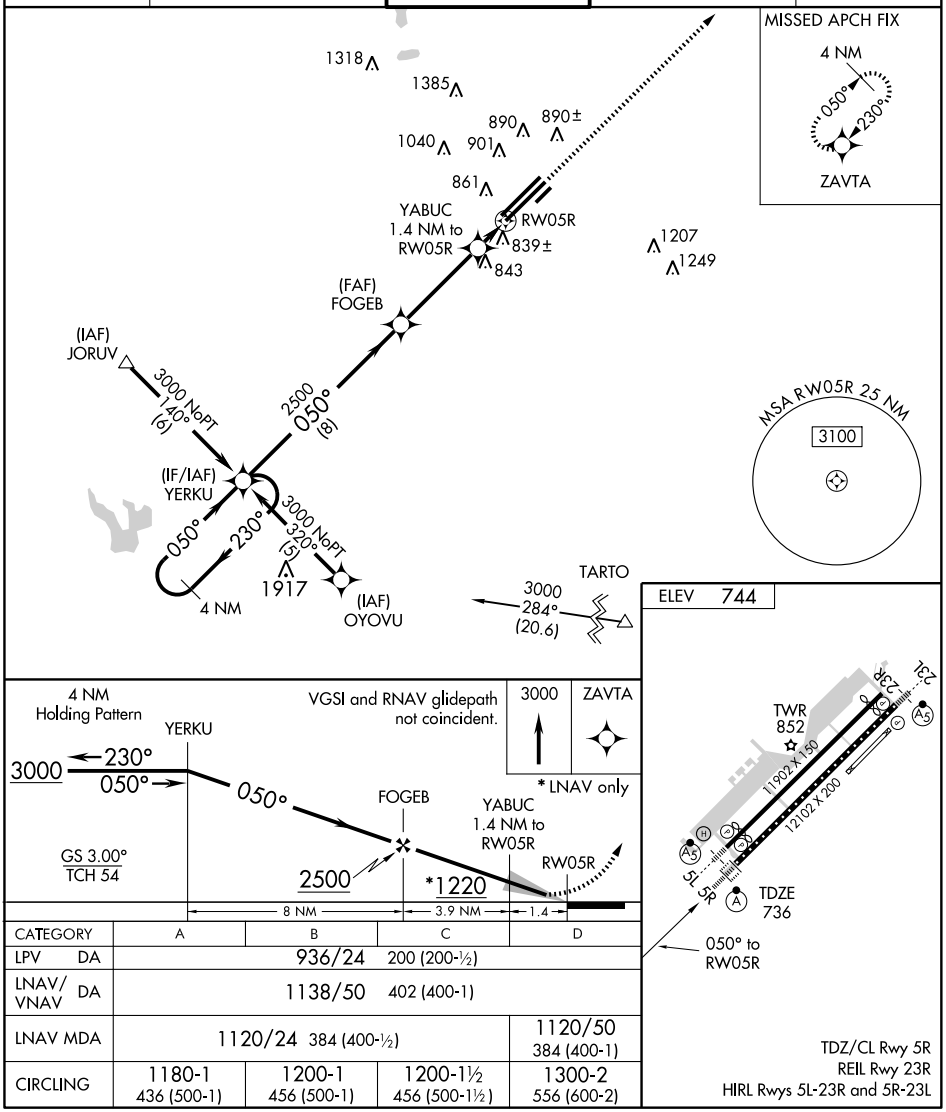
COLUMBUS / RICKENBACKER INTL (LCK)

For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet, increase all MDA 40 feet and LNAV Cat C visibility to RVR 4000.

ALSF2

MISSED APPROACH: Climb to 3000 direct ZAVTA and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95



CATEGORY	A	B	C	D
LPV DA	936/24 200 (200-½)			
LNAV/VNAV DA	1138/50 402 (400-1)			
LNAV MDA	1120/24 384 (400-½)			1120/50 384 (400-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 62811 W23A	APP CRS 230°	Rwy Idg 12102 TDZE 739 Apt Elev 744

RNAV (GPS) RWY 23L

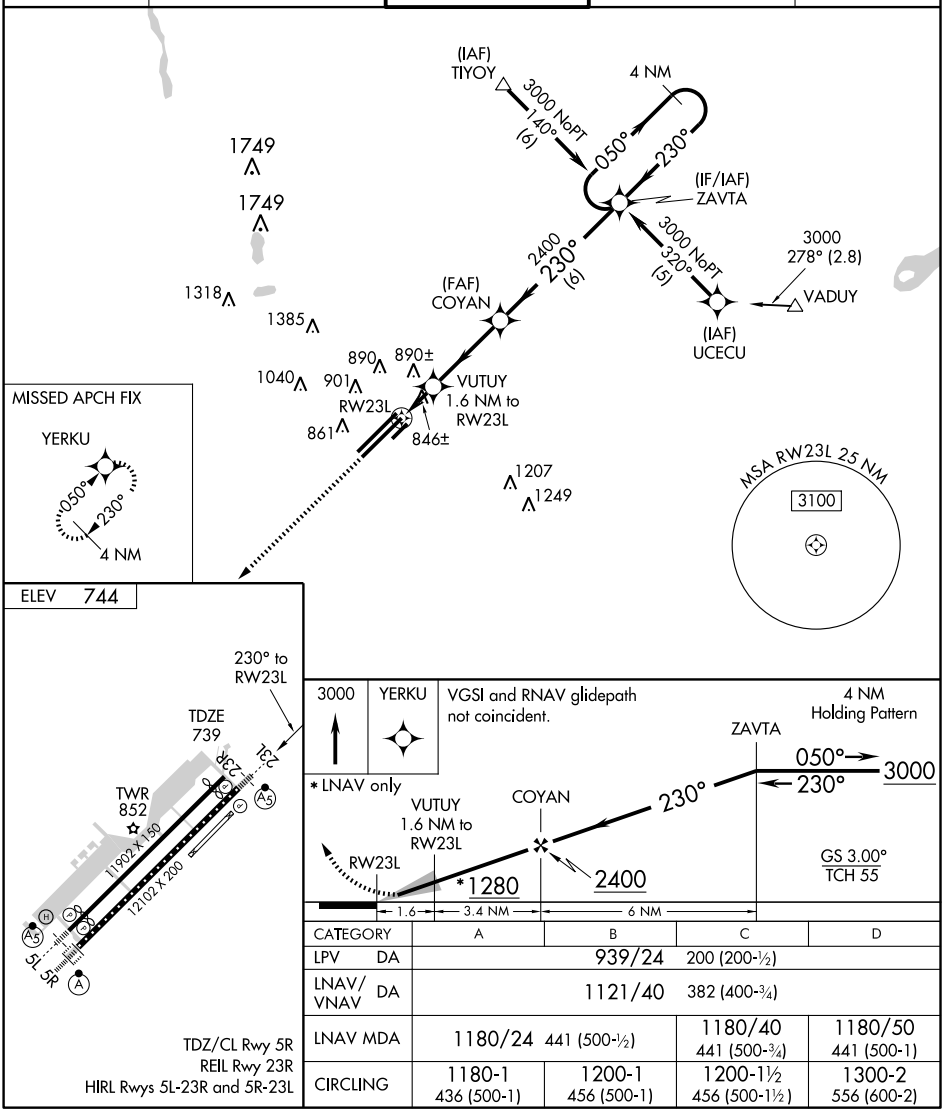
COLUMBUS / RICKENBACKER INTL (LCK)

Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 40 feet.

MALSR

MISSED APPROACH: Climb to 3000 direct YERKU and hold.

AWOS-3	COLUMBUS APP CON	RICK TOWER	GND CON	UNICOM
132.75	119.15 279.6	120.05 348.4	121.85 275.8	122.95



CATEGORY	A	B	C	D
LPV DA	939/24		200 (200-½)	
LNAV/VNAV DA	1121/40		382 (400-¾)	
LNAV MDA	1180/24 441 (500-½)		1180/40 441 (500-¾)	1180/50 441 (500-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 5L

LCK TACAN Chan 69	APCH CRS 062°	Rwy ldg 11,018 TDZE 744 Arpt Elev 744

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

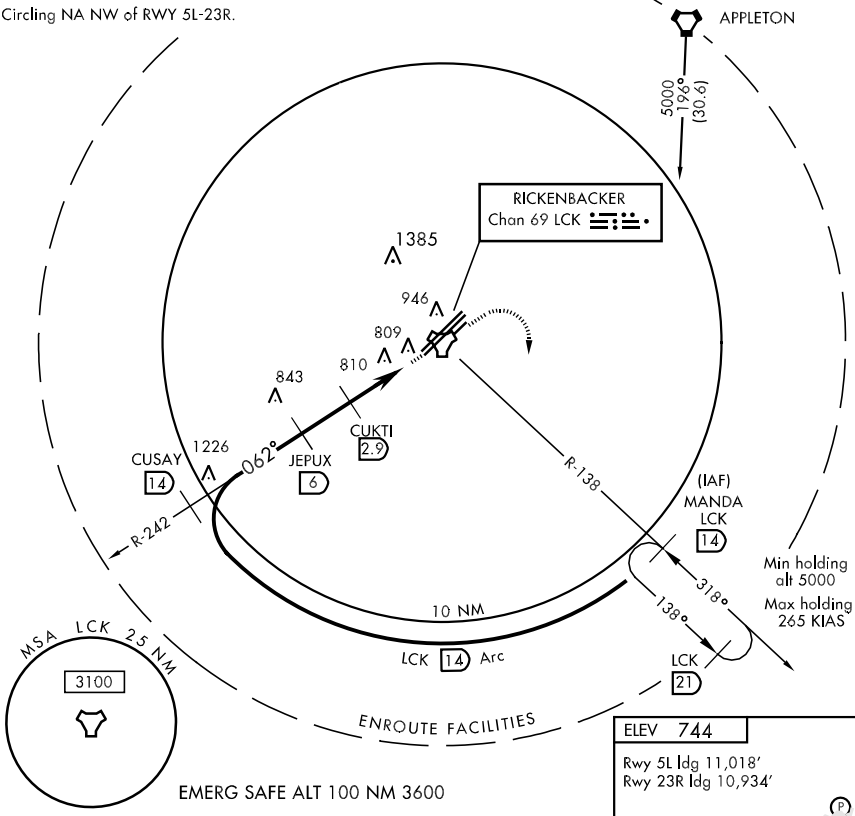
When local altimeter setting not received, use Port Columbus Intl altimeter setting, and increase all MDA 40 ft, increase CAT E vis to 1½ miles, and Circling CAT E vis to 2½ miles.

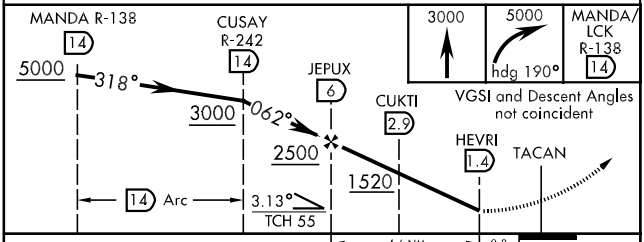
MALSR A5

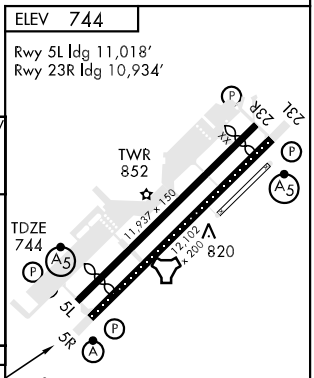
MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 190° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

* Circling NA NW of RWY 5L-23R.







CATEGORY	A	B	C	D	E
S-5L	1100-1 356 (400-1)			1100-1¼ 356 (400-1¼)	
CIRCLING *	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 5R

LCK TACAN Chan 69	APCH CRS 056°	Rwy ldg 12,102 TDZE 736 Arpt Elev 744

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

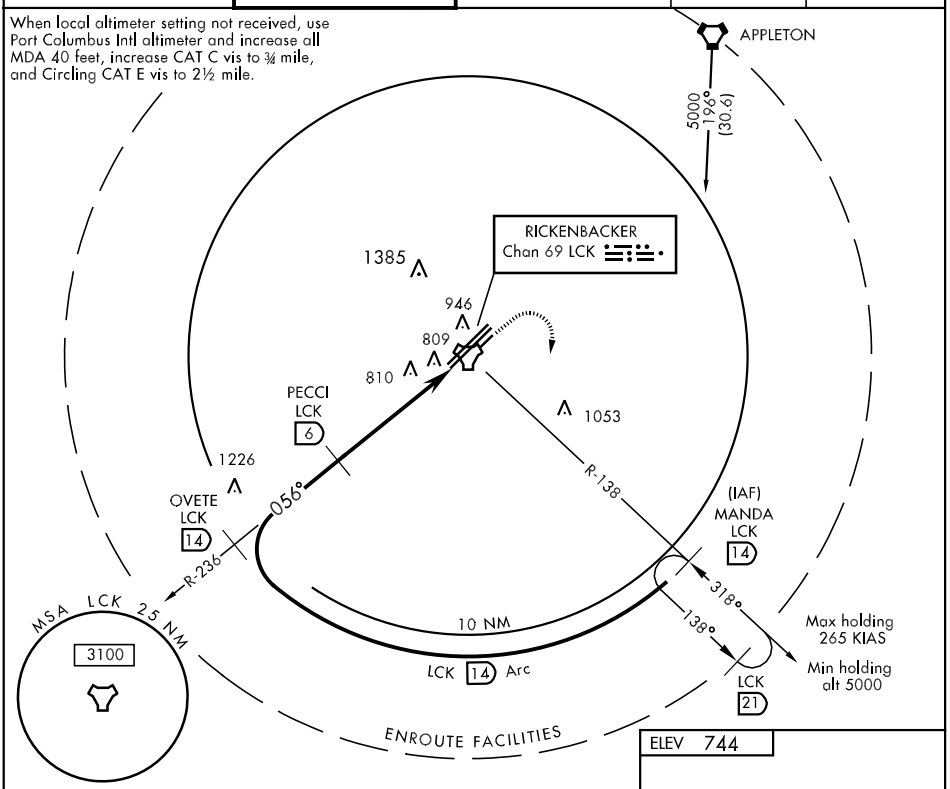
T* When ALS inop, increase CAT A/B RVR to 5000, CAT C RVR to 6000, CAT D vis to 1½ mile and CAT E vis to 1¾ mile.
* *Circling not authorized NW of Rwy 5L-23R.

ALSF-2

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via hdg 190° and via LCK R-138 to MANDA/ LCK 14.0 DME and hold, continue climb-in-hold to 5000.

COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

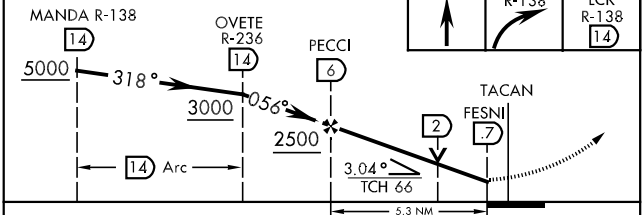
When local altimeter setting not received, use Port Columbus Intl altimeter and increase all MDA 40 feet, increase CAT C vis to ¾ mile, and Circling CAT E vis to 2½ mile.

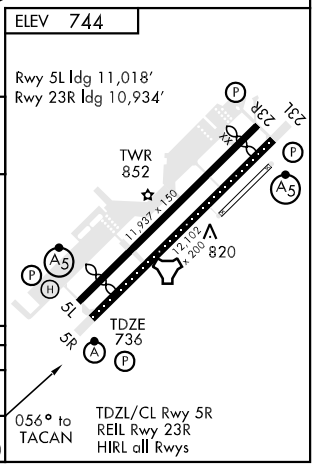


EMERG SAFE ALT 100 NM 3600

VDP NA when using Port Columbus Intl altimeter setting.

3000	5000 R-138	MANDA LCK R-138 14





CATEGORY	A	B	C	D	E
S-5R *	1200/24 464 (500-½)		1200/40 464 (500-¾)	1200/50 464 (500-1)	1200/60 464 (500-1¼)
CIRCLING* *	1200-1 456 (500-1)		1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23L

LCK TACAN Chan 69	APCH CRS 226°	Rwy ldg 12,102 TDZE 740 Arpt Elev 744

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

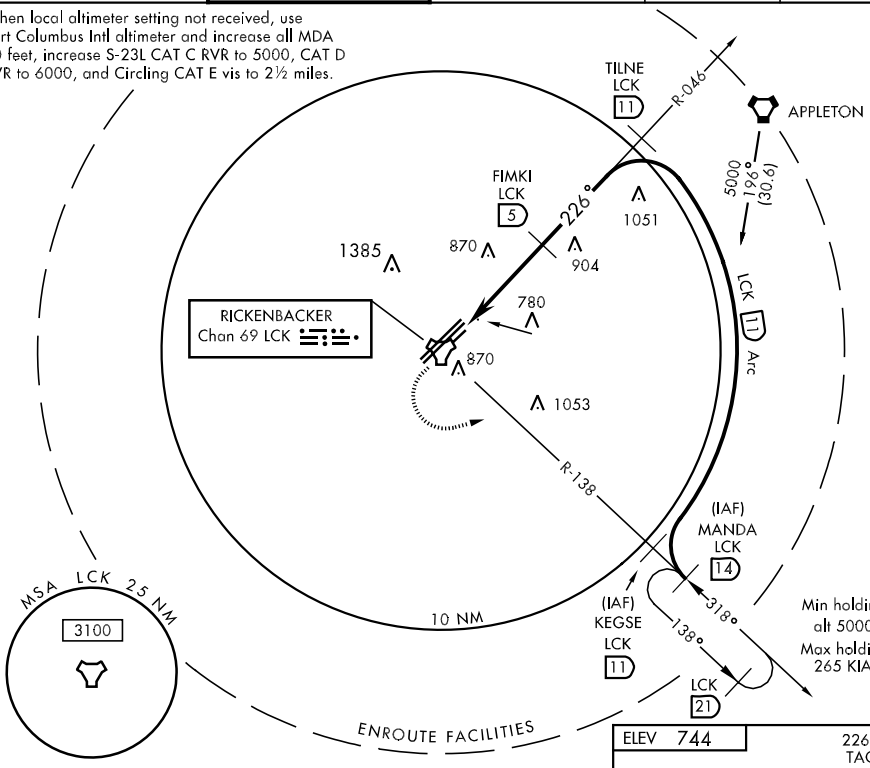
* When ALS inop, increase CAT A/B RVR to 5000, CAT C RVR to 6000, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
* * Circling NA NW of Rwy 5L-23R.

MALSR

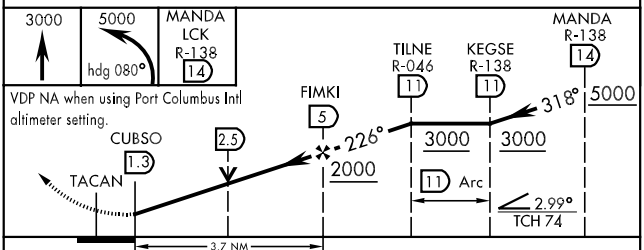
MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 via heading 080° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

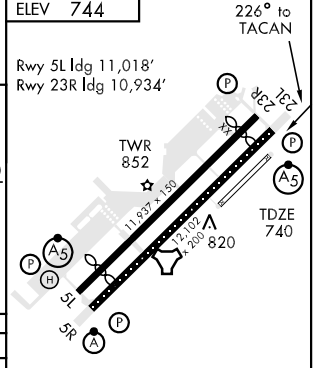
COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

When local altimeter setting not received, use Port Columbus Intl altimeter and increase all MDA 40 feet, increase S-23L CAT C RVR to 5000, CAT D RVR to 6000, and Circling CAT E vis to 2½ miles.



EMERG SAFE ALT 100 NM 3600





TDZL/CL Rwy 5R
REIL Rwy 23R
HIRL all Rwys

CATEGORY	A	B	C	D	E
S-23L*	1220/24 481 (500-½)		1220/40 481 (500-¾)	1220/50 481 (500-1)	1220/60 481 (500-1¼)
CIRCLING**	1220-1 476 (500-1)		1220-1½ 476 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23R

LCK TACAN Chan 69	APCH CRS 220°	Rwy ldg 10,934 TDZE 743 Arpt Elev 744

AL-6846 [USAF] COLUMBUS/ RICKENBACKER INTL (KLCK)

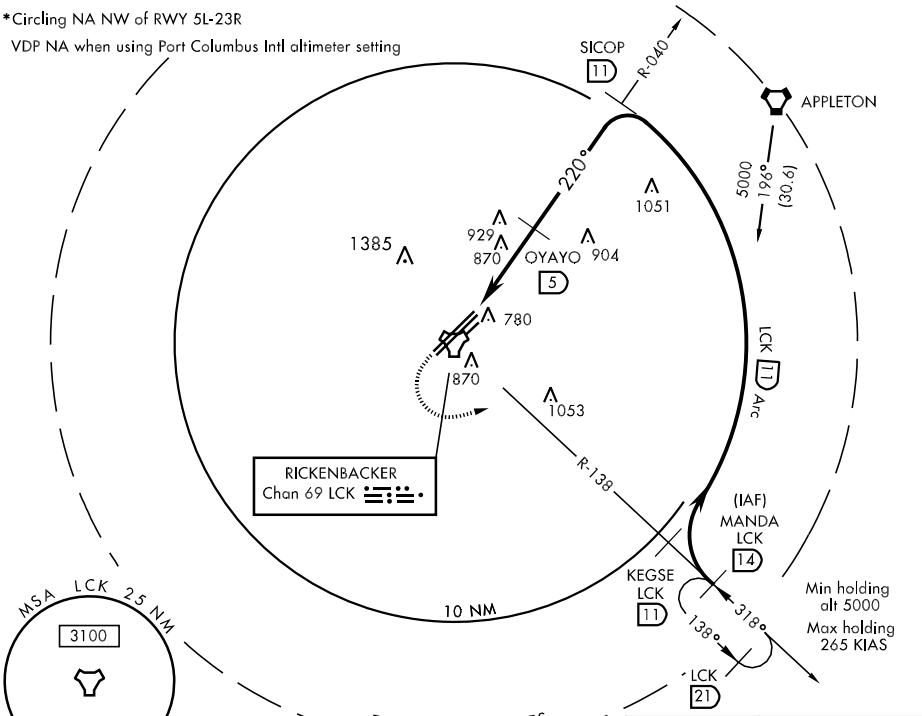
* When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet, increase CAT E vis to 1¾ mile.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 via heading 080° and via LCK TACAN R-138 to MANDA/LCK 14.0 DME and hold.

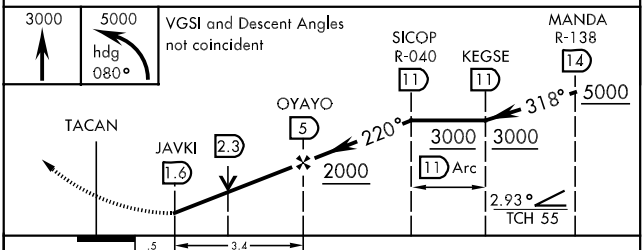
COLUMBUS APP CON	RICK TOWER	GND CON	AWOS-3	UNICOM
119.15 279.6	120.05 348.4	121.85 275.8	132.75	122.95

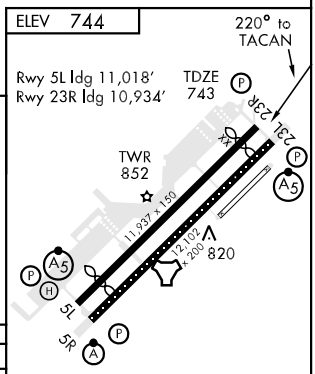
**Circling NA NW of RWY 5L-23R

VDP NA when using Port Columbus Intl altimeter setting



EMERG SAFE ALT 100 NM 3600





TDZL/CL Rwy 5R
REIL Rwy 23R
HIRL all Rwys

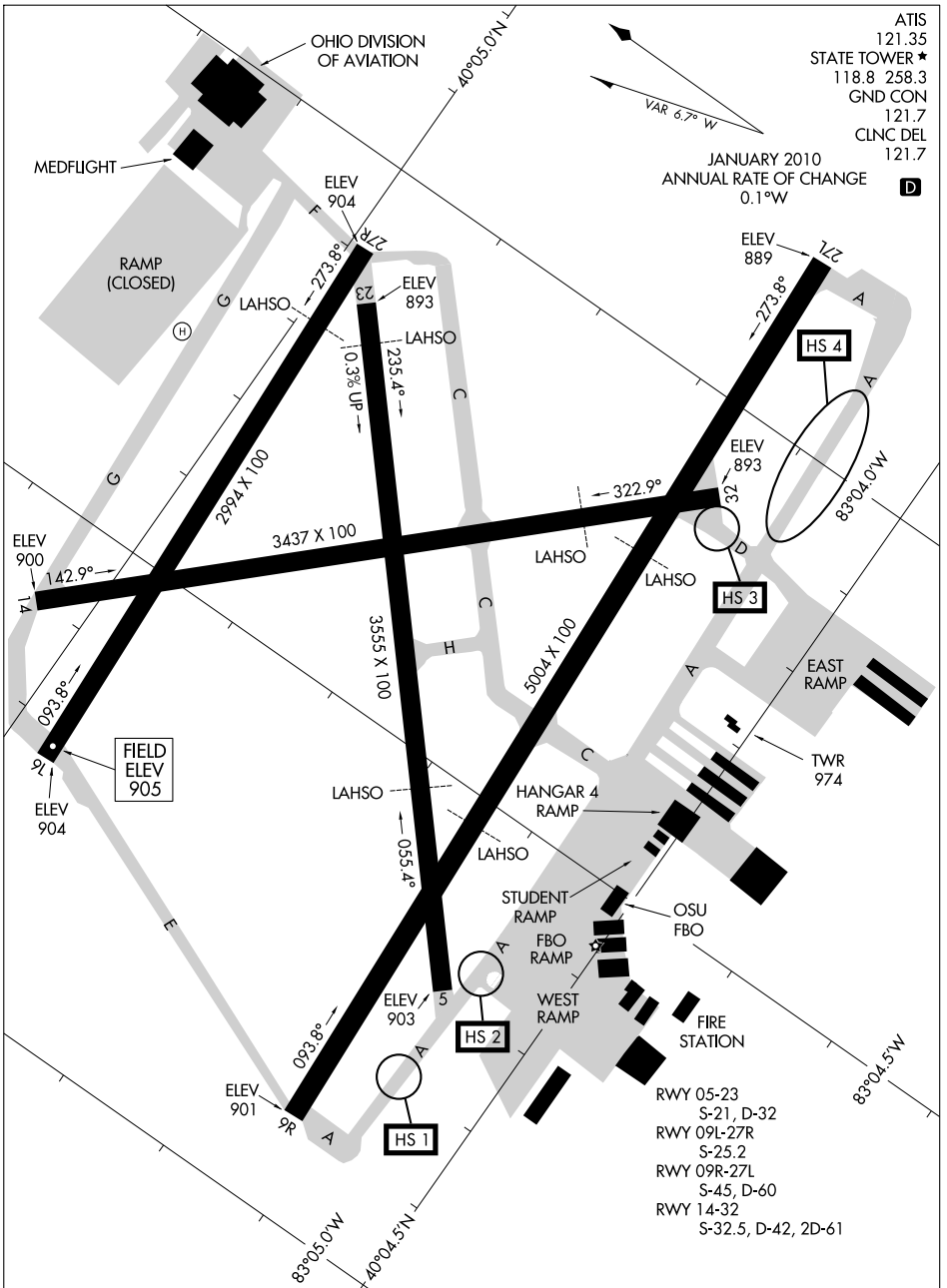
CATEGORY	A	B	C	D	E
S-23R *	1180-1 437 (500-1)		1180-1¼ 437 (500-1¼)	1180-1½ 437 (500-1½)	
CIRCLING **	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)	1380-2¼ 636 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5387 (FAA)

COLUMBUS/OHIO STATE UNIVERSITY (OSU)
COLUMBUS, OHIO



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

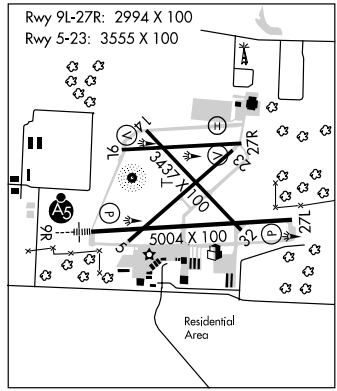
COLUMBUS, OHIO
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

10266

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

OHIO STATE UNIVERSITY (OSU) 10 NW UTC−5(−4DT) N40°04.79′ W83°04.38′ **DETROIT**
905 B S4 **FUEL** 100LL, JET A1 + 0X 1, 2 Class IV, ARFF Index A NOTAM FILE OSU **H–10G, L–29A**
RWY 09R–27L: H5004X100 (ASPH–GRVD) S–45, D–60 HIRL **IAP, AD**
RWY 09R: MALSR. PAPI(P4L)—GA 3.0° TCH 51′. Pole.
RWY 27L: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Tree.
RWY 05–23: H3555X100 (ASPH) S–21, D–32 MIRL 0.3% up SW
RWY 05: Trees. **RWY 23:** Trees.
RWY 14–32: H3437X100 (ASPH) S–32.5, D–42, 2D–61 MIRL
RWY 14: Trees. **RWY 32:** Trees
RWY 09L–27R: H2994X100 (ASPH) S–25.2 MIRL 0.4% up W
RWY 09L: VASI(V2L)—GA 3.0° TCH 29′. Silo.
RWY 27R: VASI(V2L)—GA 3.0° TCH 42′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	09L–27R	3350
RWY 09L	05–23	2550
RWY 09R	14–32	3300
RWY 14	09R–27L	2750
RWY 23	09R–27L	2500
RWY 27L	05–23	3300

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–3555	TODA–3555	ASDA–3555	LDA–3555
RWY 09L:	TORA–2994	TODA–2994	ASDA–2994	LDA–2994
RWY 09R:	TORA–5004	TODA–5004	ASDA–5004	LDA–5004
RWY 23:	TORA–3555	TODA–3555	ASDA–3555	LDA–3555
RWY 27L:	TORA–5004	TODA–5004	ASDA–5004	LDA–5004
RWY 27R:	TORA–2994	TODA–2994	ASDA–2994	LDA–2994

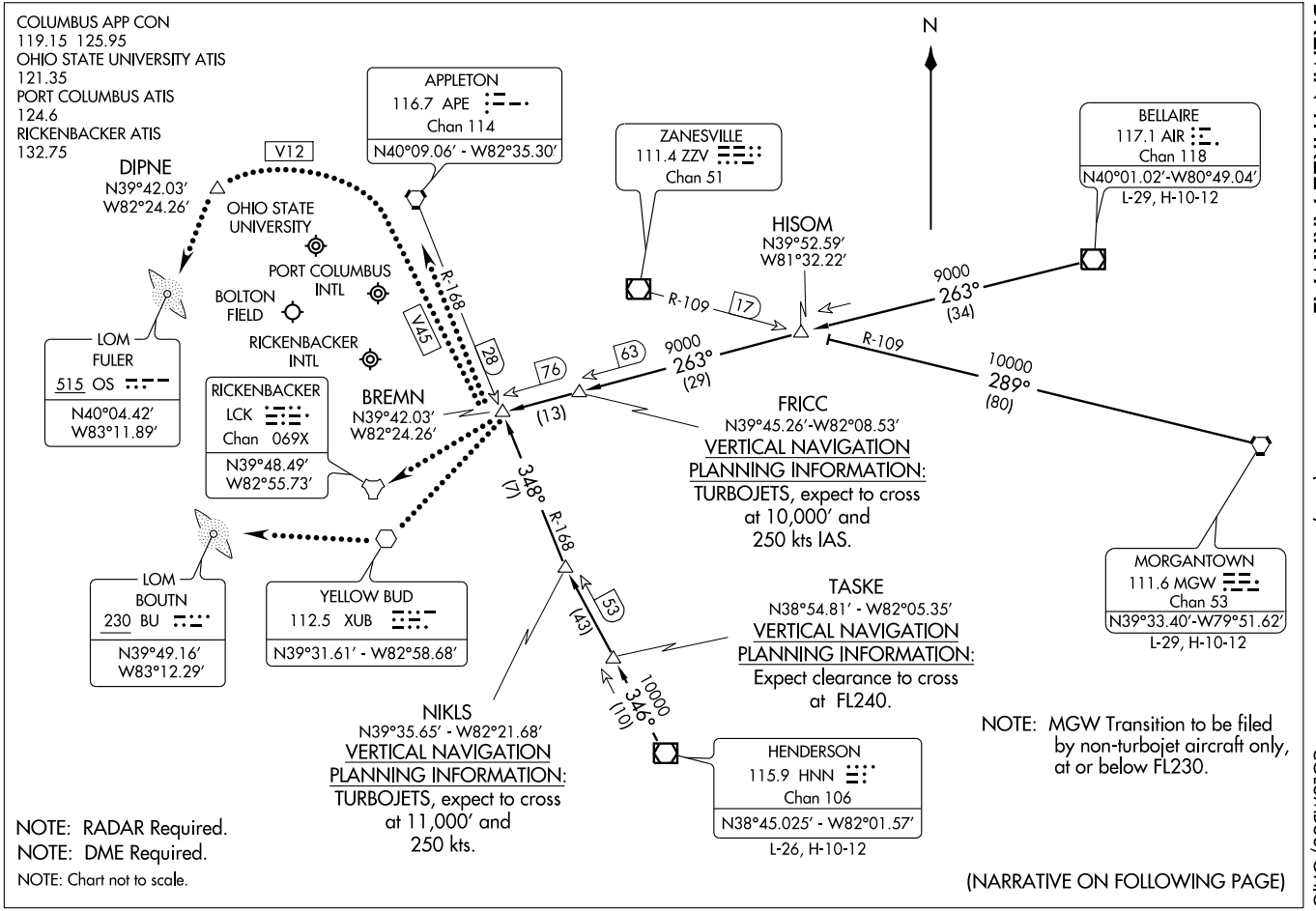
AIRPORT REMARKS: Attended 1130–0400Z‡. Helicopter lndgs on Twy A prohibited. Helicopter ldg/tkfs from the FBO ramp prohibited. Birds and deer on and invof arpt. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 614–292–5460. Noise sensitive area within 4 miles to the N and NE. Noise abatement restrictions: No touch and go ldgs or repeated tkf and ldgs 0400–1200Z‡ daily. All movement area N of Rwy 09R–27L are not avbl for air carrier ops with more than 30 passenger seats. Snow removal operating procedures: when twr clsd announce arrival on freq 118.8. When twr clsd HIRL Rwy 09R–27L, and either MIRL Rwy 05–23 or Rwy 14–32 may be preset med ints in favor of forecasted wind, and MIRL Rwy 09L–27R not avbl.
WEATHER DATA SOURCES: ASOS (614) 451–2465. LAWRS.
COMMUNICATIONS: CTAF 118.8 **ATIS** 121.35 **UNICOM** 122.95
Ⓡ **COLUMBUS APP/DEP CON** 120.2
STATE TOWER 118.8 (1200–0400Z‡) **GND CON** 121.7 **CLNC DEL** 121.7
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 265° 22.7 NM to fld. 1350/6W. **HIWAS.**
DON SCOTT NDB (MHW) 348 DKG N40°04.82′ W83°04.73′ at fld. NOTAM FILE OSU. Unmonitored when twr clsd. SHUTDOWN.
FULER NDB (MHW/LOM) 515 OS N40°04.42′ W83°11.89′ 091° 5.8 NM to fld.
ILS 108.5 I–OSU Rwy 09R LOM FULER NDB. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

• • • •

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269

COLUMBUS, OHIO

COLUMBUS APP CON
119.15 125.95
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS ATIS
124.6
RICKENBACKER ATIS
132.75



NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269
COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN3): From over AIR VOR/DME via AIR R-263 to BREMN INT. Thence. . . .
HENDERSON TRANSITION (HNN.BREMN3): From over HNN VOR/DME via HNN R-346 to NIKLS INT, then via APE R-168 to BREMN INT. Thence. . . .
MORGANTOWN TRANSITION (MGW.BREMN3): From over MGW VORTAC via MGW R-289 and ZZV R-109 to HISOM, then via AIR R-263 to BREMN. Thence. . . .

. . . . From over BREMN DME expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:
LANDING PORT COLUMBUS INTL: From BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.
LANDING OHIO STATE UNIVERSITY: From BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM.
LANDING RICKENBACKER INTL: From BREMN INT direct LCK TACAN, maintain 3000 until LCK TACAN.
LANDING BOLTON FIELD: From BREMN INT to XUB VOR direct BOUTN (BU) LOM, Maintain 3000 until BOUTN (BU) LOM.

EC-2, 21 OCT 2010 to 18 NOV 2010

GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

APP CRS	Rwy Idg	5004
272°	TDZE	903
	Apt Elev	905

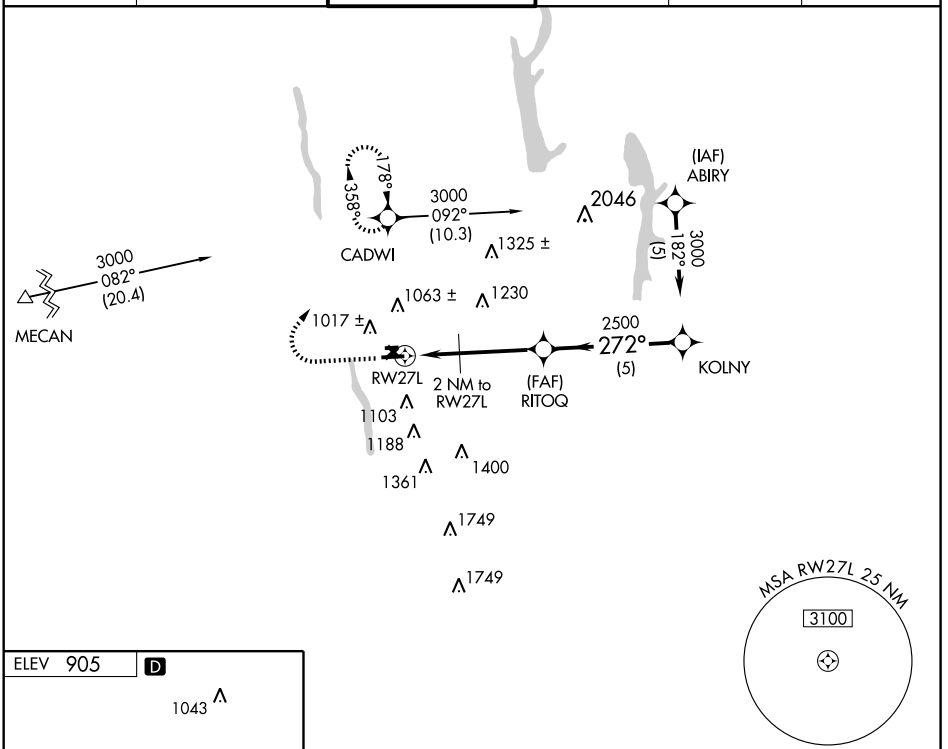
GPS RWY 27L

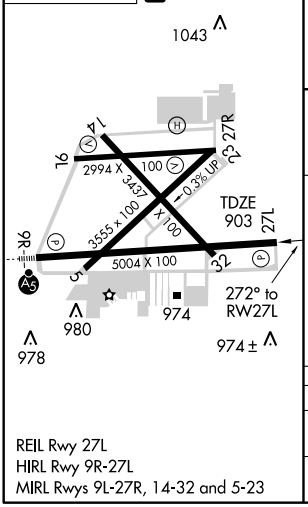
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

NA

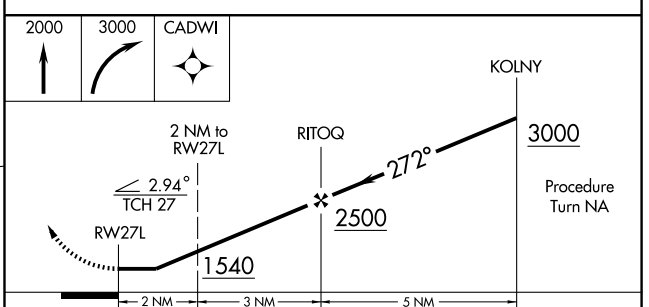
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CADWI WP and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) L 258.3	121.7	121.7	122.95





REIL Rwy 27L
HIRL Rwy 9R-27L
MIRL Rwys 9L-27R, 14-32 and 5-23



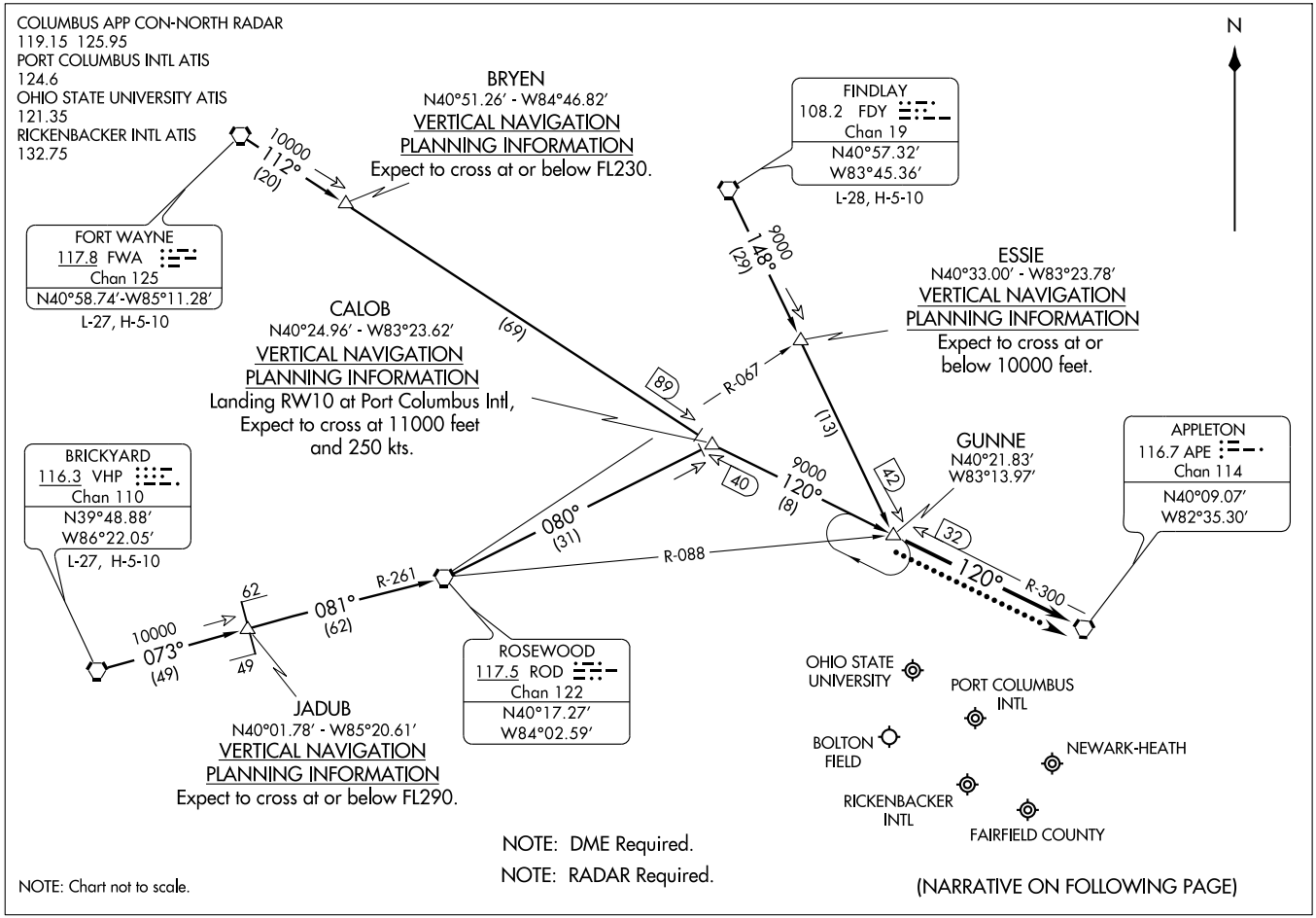
CATEGORY	A	B	C	D
S-27L	1280-1 377 (400-1)			1280-1¼ 377 (400-1¼)
CIRCLING	1380-1 475 (500-1)		1380-1½ 475 (500-1½)	1460-2 555 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC I-OSU	APP CRS	Rwy Idg	5004
108.5	092°	TDZE	905
		Apt Elev	905

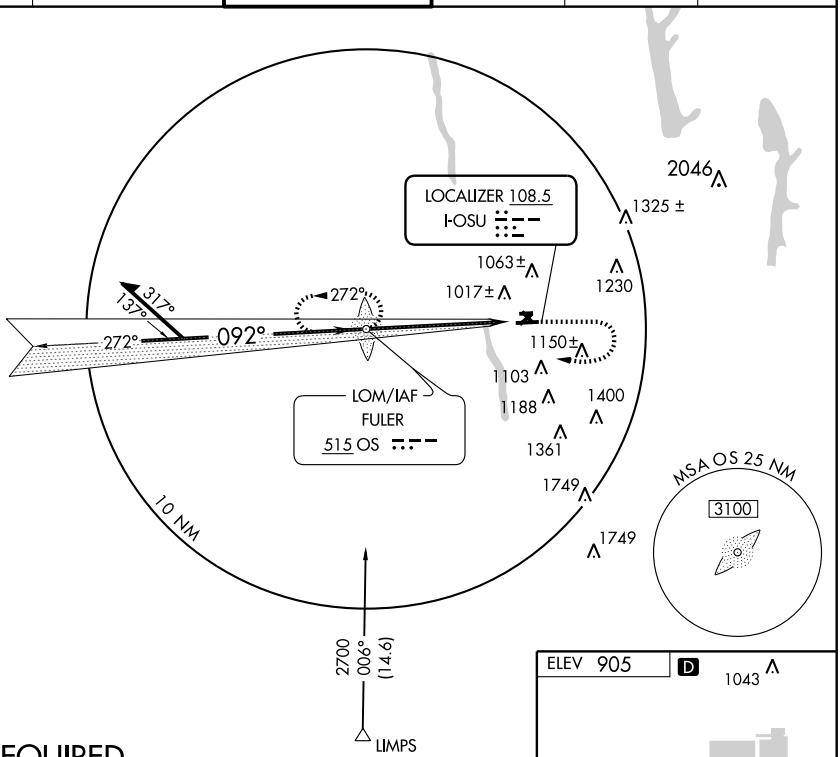
ILS or LOC RWY 9R

COLUMBUS/OHIO STATE UNIVERSITY (OSU)

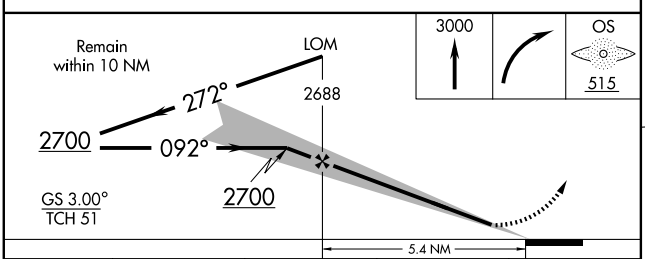
MALSR

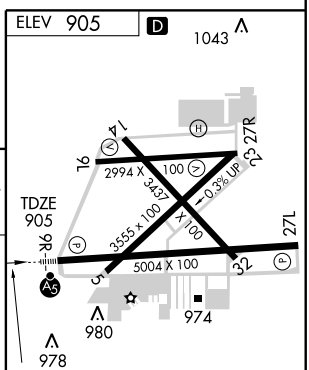
MISSED APPROACH: Climb to 3000, then right turn direct OS LOM and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) L 258.3	121.7	121.7	122.95



ADF REQUIRED





092° 5.4 NM from FAF

REIL Rwy 27L

HIRL Rwy 9R-27L

MIRL Rwys 9L-27R, 14-32 and 5-23

CATEGORY	A	B	C	D
S-ILS 9R	1105-½ 200 (200-½)			
S-LOC 9R	1360-½ 455 (500-½)		1360-¾ 455 (500-¾)	1360-1 455 (500-1)
CIRCLING	1380-1 475 (500-1)		1380-1½ 475 (500-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

LOM OS	APP CRS	Rwy Idg	5004
515	092°	TDZE	905
		Apt Elev	906

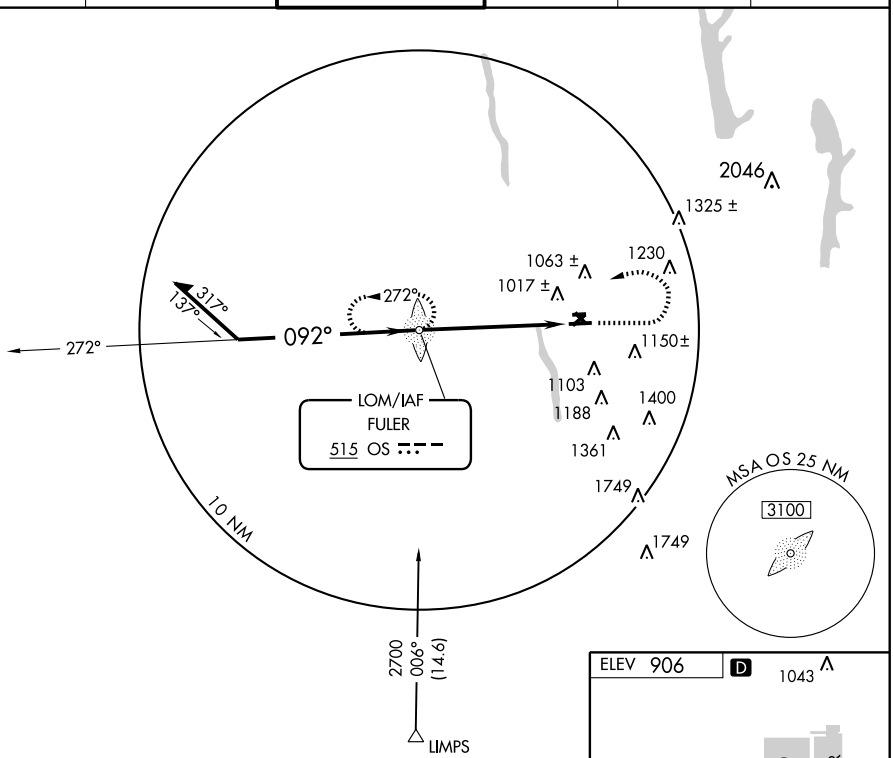
NDB RWY 9R

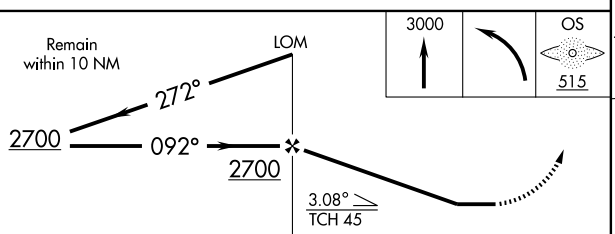
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

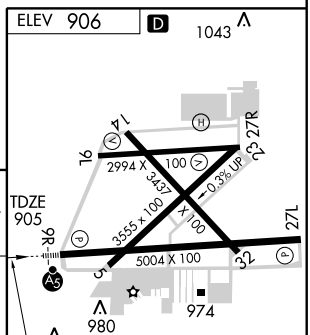
MALSR

MISSED APPROACH: Climb to 3000, then left turn direct OS LOM and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) L 258.3	121.7	121.7	122.95







REIL Rwy 27L
HIRL Rwy 9R-27L
MIRL Rwys 9L-27R, 14-32 and 5-23

CATEGORY	A	B	C	D
S-9R	1400-¾ 495 (500-¾)			1400-1¼ 495 (500-1¼)
CIRCLING	1400-1 495 (500-1)		1400-1½ 495 (500-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9R

COLUMBUS/OHIO STATE UNIVERSITY (OSU)

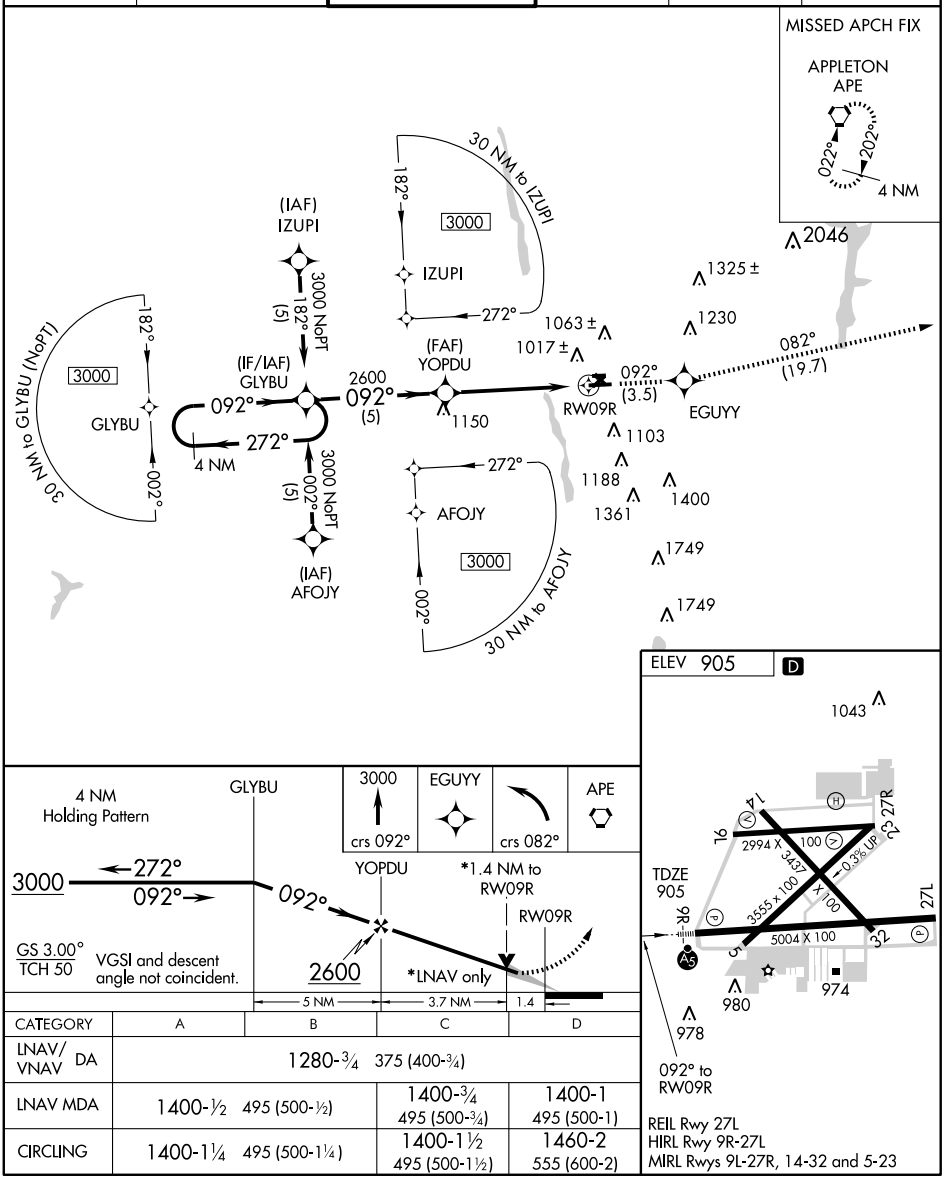
APP CRS	Rwy Idg	5004
092°	TDZE	905
	Apt Elev	905

NA — DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

MALSR

MISSED APPROACH: Climb to 3000 via course 092° to EGUYY WP, then left turn via 082° course to APE VORTAC and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	120.2 317.775	118.8 (CTAF) L 258.3	121.7	121.7	122.95



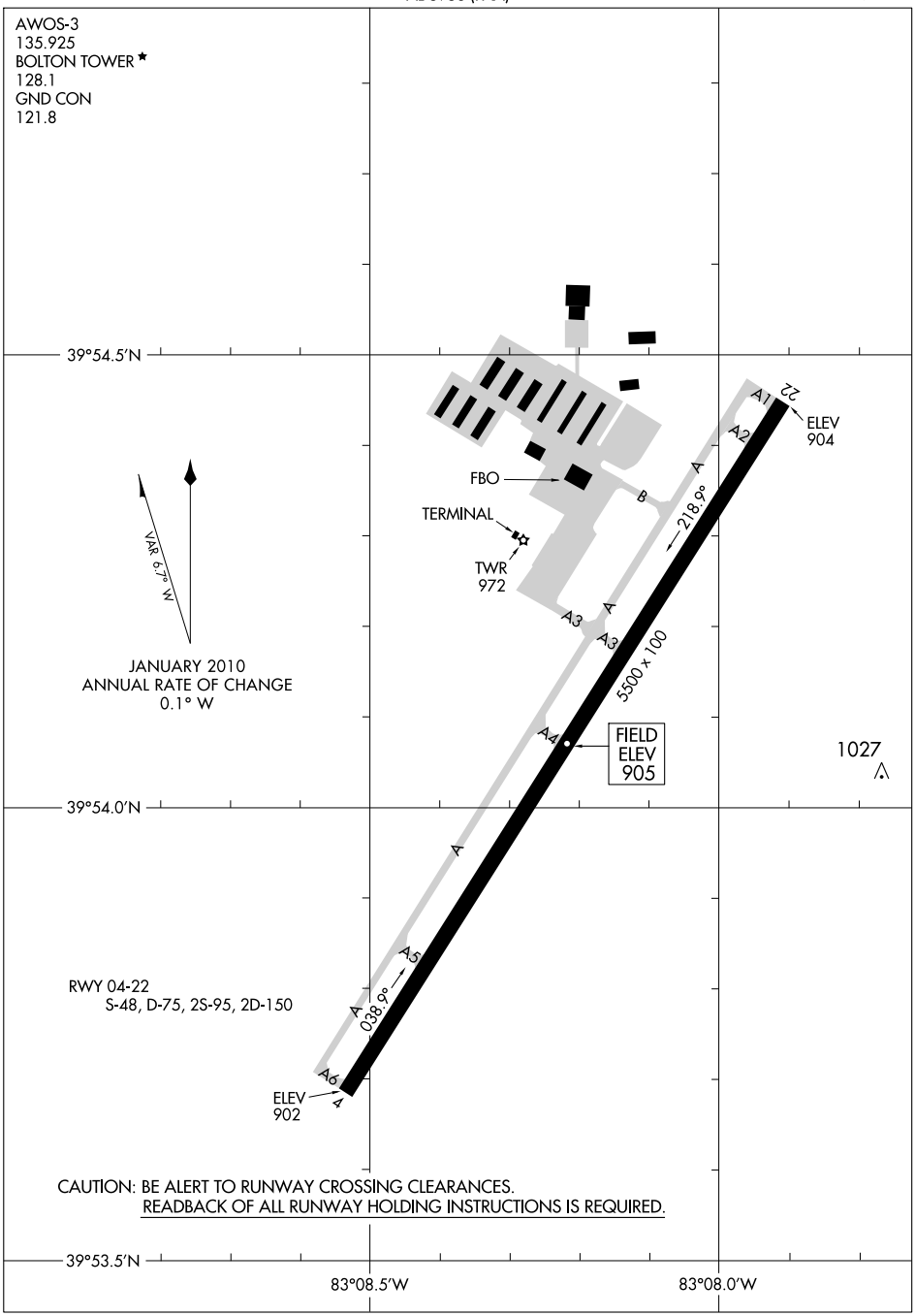
CATEGORY	A	B	C	D
LNAV/VNAV DA	1280-¾ 375 (400-¾)			
LNAV MDA	1400-½ 495 (500-½)		1400-¾ 495 (500-¾)	1400-1 495 (500-1)
CIRCLING	1400-1¼ 495 (500-1¼)		1400-1½ 495 (500-1½)	1460-2 555 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS/ BOLTON FIELD (TZR)
COLUMBUS, OHIO

AL-5958 (FAA)



EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

COLUMBUS, OHIO
COLUMBUS/ BOLTON FIELD (TZR)

10210

COLUMBUS

BOLTON FLD (TZR) 8 SW UTC−5(−4DT) N39°54.07′ W83°08.22′ CINCINNATI

905 B S4 **FUEL** 100LL, JET A1+ OX 3 TPA—1705(800) NOTAM FILE TZR H–10G, L–29A

RWY 04–22: H5500X100 (ASPH) S–48, D–75, 2S–95, 2D–150 MIRL IAP, AD

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 40′.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Trees.

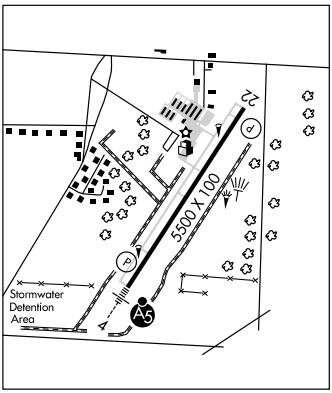
AIRPORT REMARKS: Attended 1200–0200Z‡. Balloon and banner activity on and invof arpt. Birds and deer and coyote on and invof arpt. When twr clsd MIRL Rwy 04–22 preset medium ints, to increase ints–ACTIVATE MALSR Rwy 04 and REIL Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS–3 135.925 (614) 878–1722. Unavbl 1230–0030Z‡.

COMMUNICATIONS: CTAF 128.1

Ⓡ **COLUMBUS APP/DEP CON** 132.3

TOWER 128.1 (1230–0030Z‡) **GND CON** 121.8



AIRSPACE: CLASS D svc 1230–0030Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 246° 29.4 NM to fld. 1350/6W. **HIWAS.**

BOUTN NDB (MHW/LOM) 230 BU N39°49.16′ W83°12.29′ 038° 5.8 NM to fld. Unmonitored when twr clsd. NDB unusable 355°–010° byd 15 NM.

ILS 111.7 I–BUZ Rwy 04 LOM BOUTN NDB. Unmonitored when twr clsd. GS unmonitored when twr clsd. LOC unusable 355°–010° byd 15 NM.

COMM/NAV/WEATHER REMARKS: Emerg frequency not monitored all times. Ctc Gnd Con 121.8 for weather 1230–0030Z‡.

COLUMBUS SOUTHWEST (Ø4I) 11 SW UTC−5(−4DT) N39°54.67′ W83°11.33′ CINCINNATI

920 B NOTAM FILE DAY

RWY 06–24: 2382X120 (TURF) LIRL

RWY 06: Trees. **RWY 24:** Bldg.

AIRPORT REMARKS: Attended 1400–2200Z‡. Rwy 06–24 undulating surface; rwy soft when wet; check NOTAMS or call arpt manager at 614–878–4080. Helicopters, acft towing banners and ultralights use rgt tfc. Rwy 06–24 has soft spots. For LIRL Rwy 06–24 and rotating bcn call 614–878–4080. Rwy 06–24 NSTD LIRL; Rwy 06–24 NSTD LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

DARBY DAN (6I6) 10 W UTC−5(−4DT) N39°56.52′ W83°12.29′ CINCINNATI

928 B **FUEL** 100LL, JET A NOTAM FILE DAY H–10G, L–29A

RWY 09–27: H5892X75 (ASPH) MIRL

RWY 09: REIL. PAPI(P4L). Thld dsplcd 1343′. Tree.

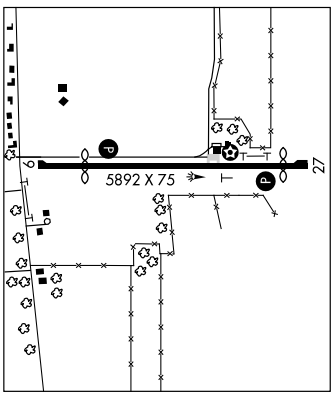
RWY 27: REIL. PAPI(P4L). Thld dsplcd 543′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Prior arrangement for Sat–Sun call 614–853–2400. Rwy 09 PAPI OTS indef. Rwy 27 PAPI OTS indef. ACTIVATE MIRL Rwy 09–27; rotating bcn; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF. Rwy 09 and Rwy 27 REILS OTS indef. Ldg fee.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 252° 31.1 NM to fld. 1350/6W. **HIWAS.**



DEPARTMENT OF TRANSPORTATION HELIPORT (2A7) 0 W UTC−5(−4DT) CINCINNATI

N39°57.59′ W83°02.65′

715 NOTAM FILE DAY

HELIPAD H1: H40X40 (ASPH)

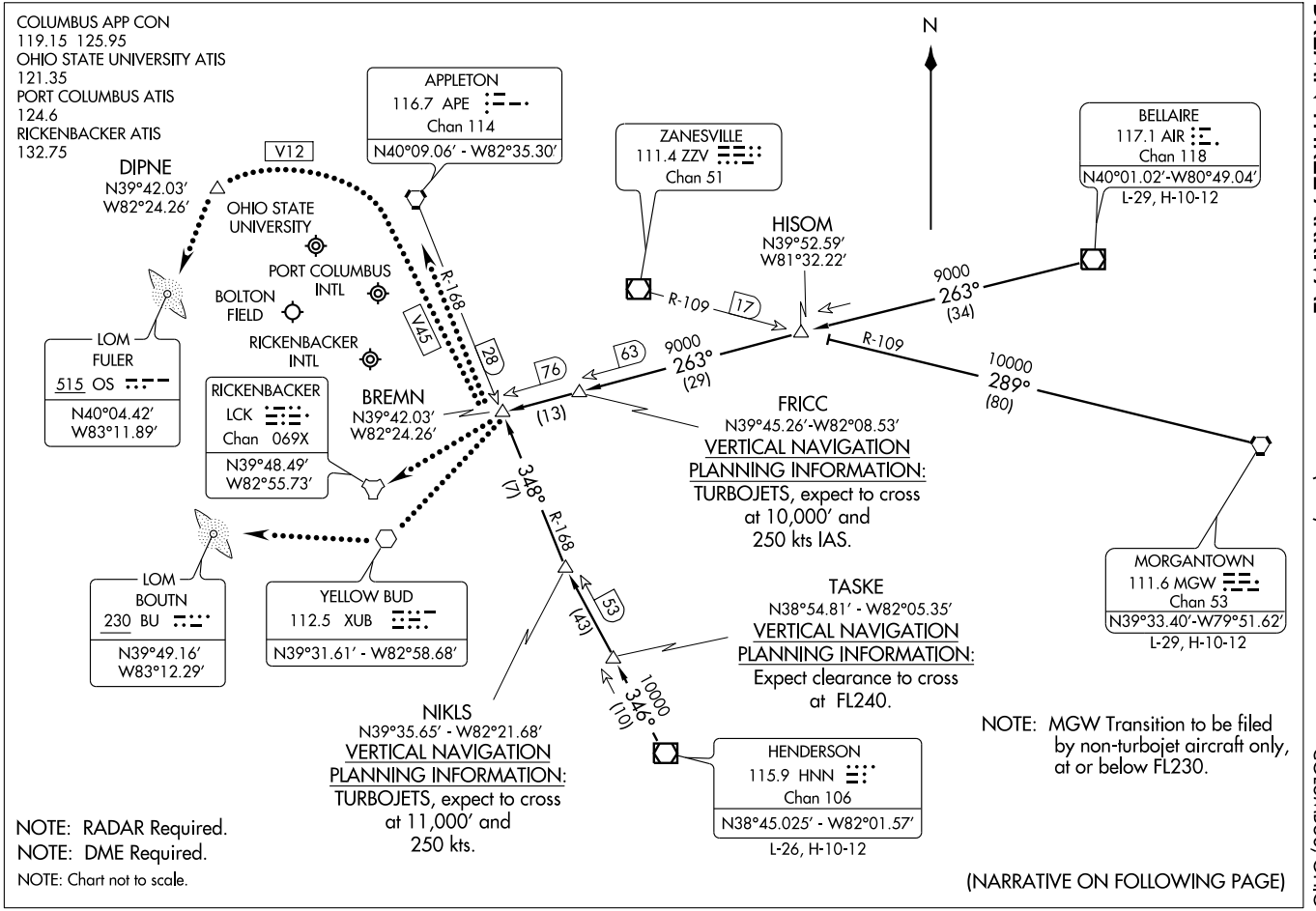
HELIPORT REMARKS: Attended continuously.

COMMUNICATIONS: CTAF 122.9

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269

COLUMBUS, OHIO

COLUMBUS APP CON
119.15 125.95
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS ATIS
124.6
RICKENBACKER ATIS
132.75



NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BREMN THREE ARRIVAL (BREMN.BREMN3) 08269
COLUMBUS, OHIO

ST-94 (FAA)

GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

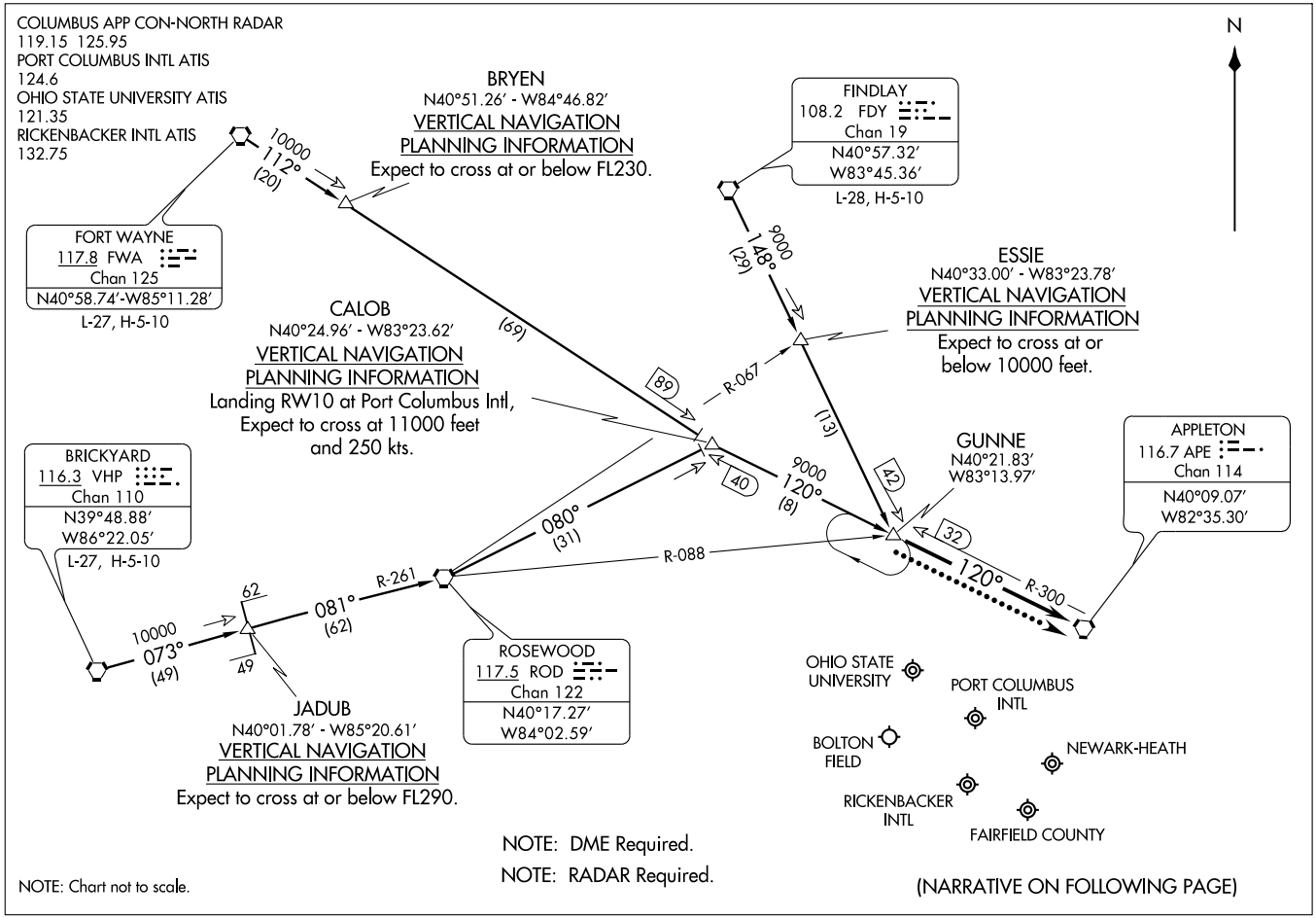
GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-BUZ	APP CRS	Rwy Idg	5500
111.7	037°	TDZE	905
		Apt Elev	905

ILS or LOC RWY 4

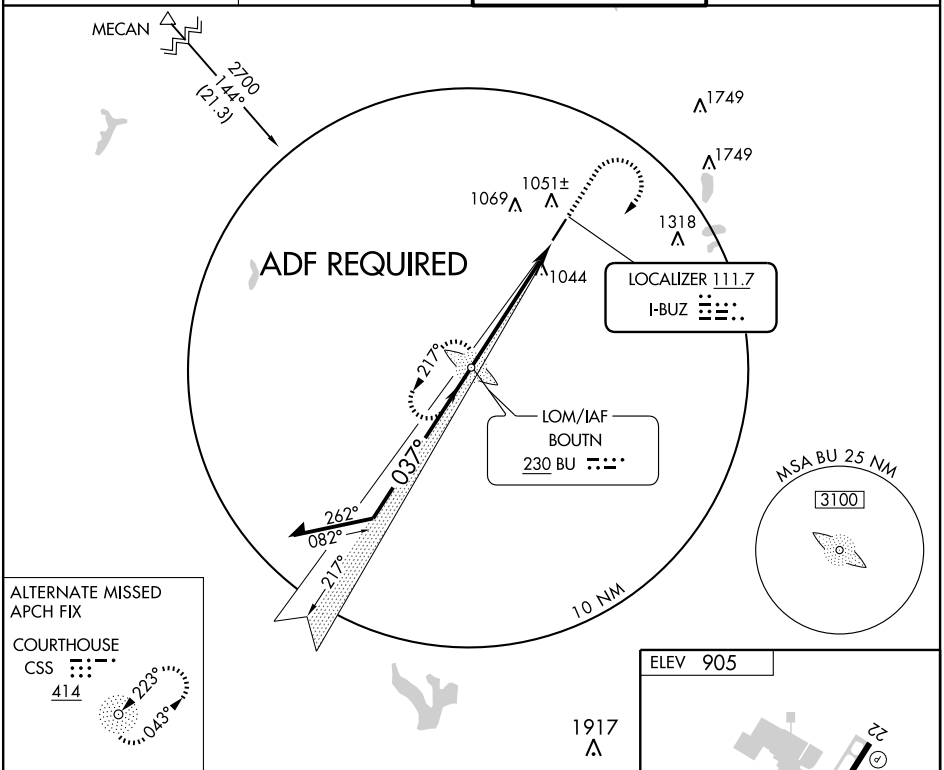
COLUMBUS/BOLTON FIELD (TZR)

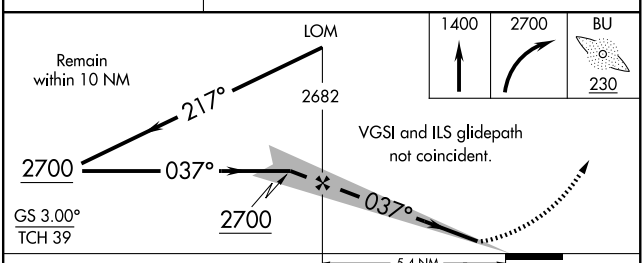
ADF Required. When local altimeter setting not received use Port Columbus altimeter setting and increase DA to 1147 and all MDA 60 feet.

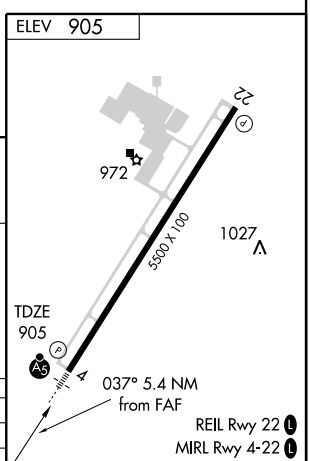
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.

AWOS-3	COLUMBUS APP CON	BOLTON TOWER ★	GND CON
135.925	132.3 279.6	128.1 (CTAF) L	121.8







CATEGORY	A	B	C	D
S-ILS 4	1105-½ 200 (200-½)			
S-LOC 4	1340-½ 435 (500-½)		1340-¾ 435 (500-¾)	1340-1 435 (500-1)
CIRCLING	1420-1 515 (600-1)		1420-1½ 515 (600-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM BU	APP CRS	Rwy Idg	5500
230	038°	TDZE	905
		Apt Elev	905

NDB RWY 4

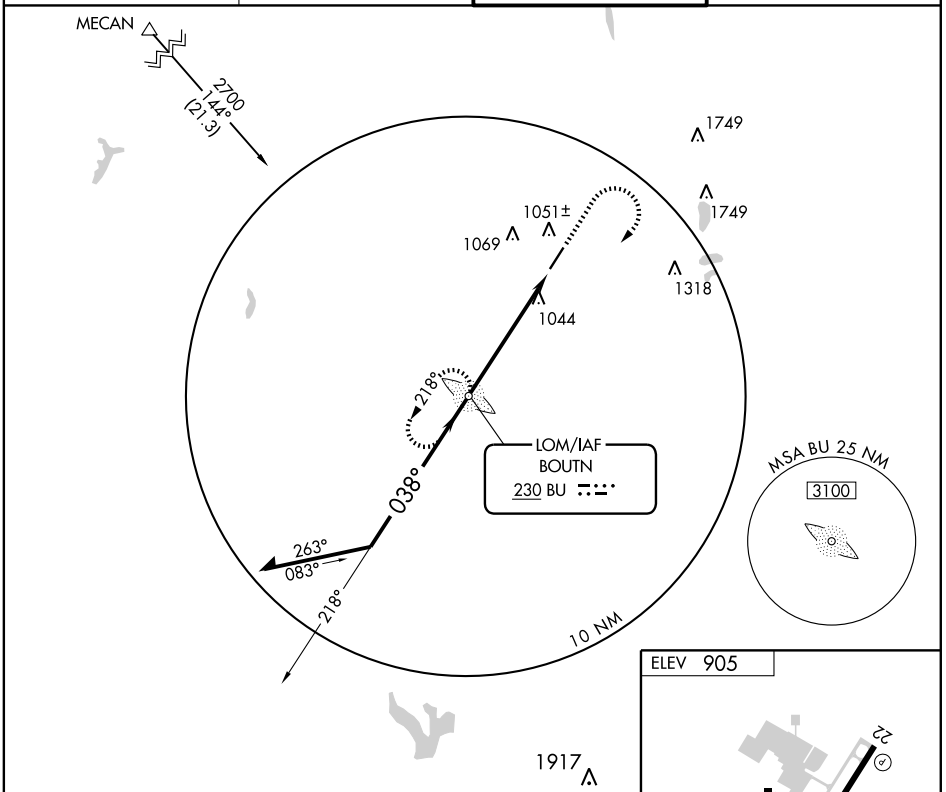
COLUMBUS/BOLTON FIELD (TZR)

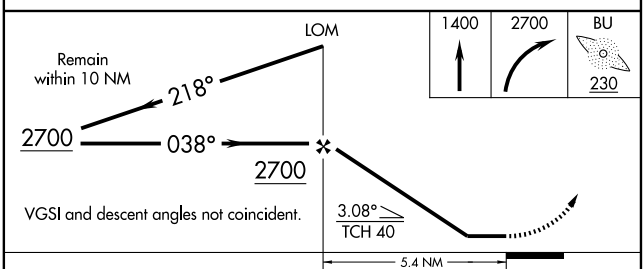
When local altimeter setting not received use Port Columbus altimeter setting and increase all MDA 60 feet and increase S-4 Cat C/D visibility ¼ mile.

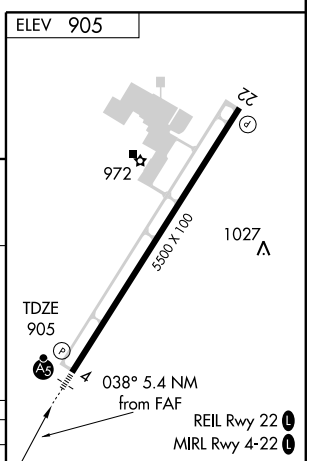
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.

AWOS-3	COLUMBUS APP CON	BOLTON TOWER ★	GND CON
135.925	132.3 279.6	128.1 (CTAF) L	121.8







CATEGORY	A	B	C	D
S-4	1400- ¾ 495 (500-¾)			1400-1¼ 495 (500-1¼)
CIRCLING	1420-1 515 (600-1)		1420-1½ 515 (600-1½)	1460-2 555 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 90505	037°	TDZE	905
W04A		Apt Elev	905

RNAV (GPS) RWY 4

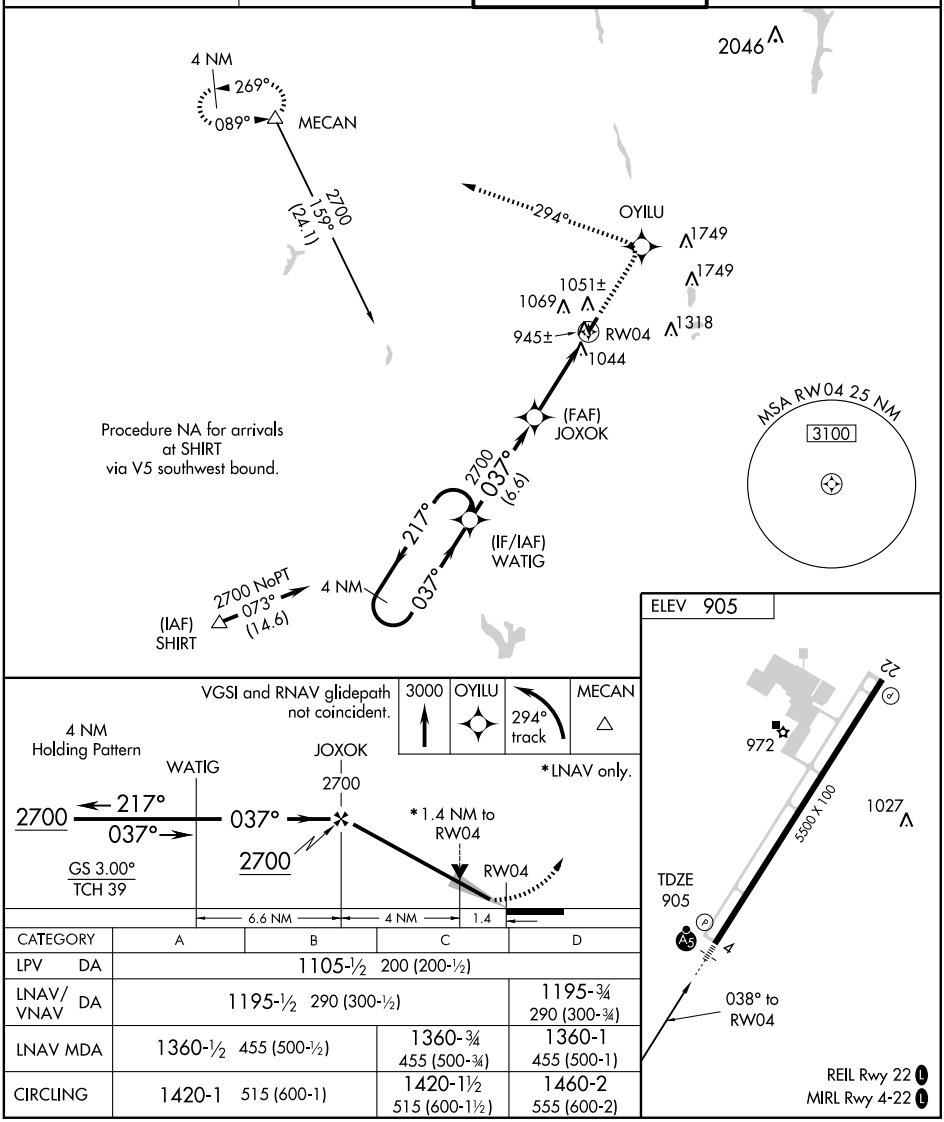
COLUMBUS/BOLTON FIELD (TZR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile Cats A/B/C, LNAV Cat C/D ¼ mile. Baro-VNAV and VDP NA when using Port Columbus altimeter setting. For inoperative MALSR increase LNAV/VNAV Cat D visibility to 1.

MALSR

MISSED APPROACH: Climb to 3000 direct OYILU and left turn via 294° track to MECAN and hold..

AWOS-3	COLUMBUS APP CON	BOLTON TOWER ★	GND CON
135.925	132.3 279.6	128.1 (CTAF) L	121.8



CATEGORY	A	B	C	D
LPV DA	1105-½ 200 (200-½)			
LNAV/VNAV DA	1195-½ 290 (300-½)			1195-¾ 290 (300-¾)
LNAV MDA	1360-½ 455 (500-½)		1360-¾ 455 (500-¾)	1360-1 455 (500-1)
CIRCLING	1420-1 515 (600-1)		1420-1½ 515 (600-1½)	1460-2 555 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

CONCORD AIRPARK (See PAINESVILLE)

COSHOCTON

RICHARD DOWNING (I4Ø) 3 N UTC−5(−4DT) N40°18.55′ W81°51.20′ **DETROIT**

979 B **FUEL** 100LL, JET A NOTAM FILE CLE **L–29B**

RWY 04–22: H4099X75 (ASPH) S–30, D–35 MIRL **IAP**

RWY 04: PAPI(P2L)—GA 3.5°. Trees. **RWY 22:** REIL. PAPI(P2L).

AIRPORT REMARKS: Attended May–Oct 1300–0100Z‡, Nov–Apr 1300–2200Z‡. Deer on and invof arpt. Rwy 22 REIL OTS indef. PAPI Rwys 04 and 22 opr continuously. ACTIVATE MIRL Rwy 04–22—122.9.

WEATHER DATA SOURCES: AWOS–3 118.875 (740) 295–7370.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 011° 22.2 NM to fld. 900/6W.

COURT HOUSE N39°36.05′ W83°23.50′ NOTAM FILE DAY. **CINCINNATI**

NDB (MHW) 414 CSS 222° 2.3 NM to Fayette Co. NDB unusable 115°–165° byd 20 NM. **L–29A**

APP CRS	Rwy Idg	4099
224°	TDZE	979
	Apt Elev	979

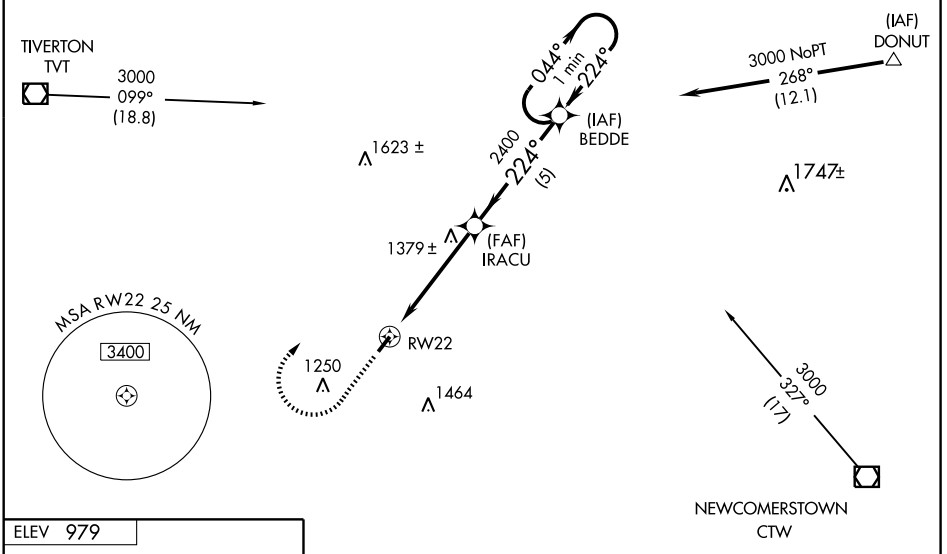
GPS RWY 22

COSHOCTON/ RICHARD DOWNING (I40)

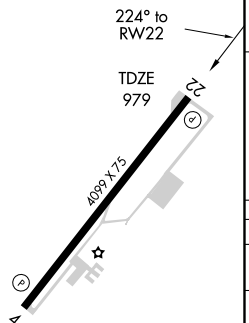
When local altimeter setting not received, use Zanesville altimeter setting.
VDP NA with Zanesville altimeter setting

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BEDDE WP and hold.

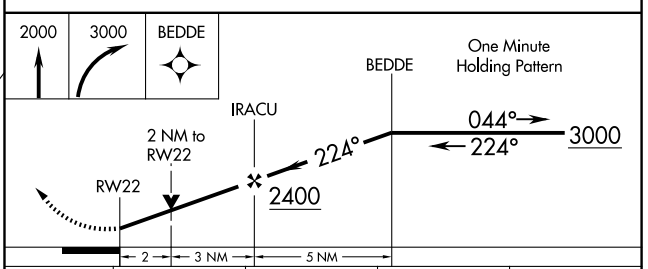
AWOS-3	INDIANAPOLIS CENTER	UNICOM	
118.875	124.45 370.9	123.0 (CTAF)	122.9 L



ELEV 979



REIL Rwy 22
MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
S-22	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	1640-2 661 (700-2)
CIRCLING	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	1820-2¾ 841 (900-2¾)
ZANESVILLE ALTIMETER SETTING MINIMUMS				
S-22	1700-1	721 (800-1)	1700-2 721 (800-2)	1700-2¼ 721 (800-2¼)
CIRCLING	1700-1	721 (800-1)	1700-2 721 (800-2)	1880-3 901 (1000-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ZZV	APP CRS	Rwy Idg	N/A
111.4	011°	TDZE	N/A
Chan 51		Apt Elev	979

VOR or GPS-A

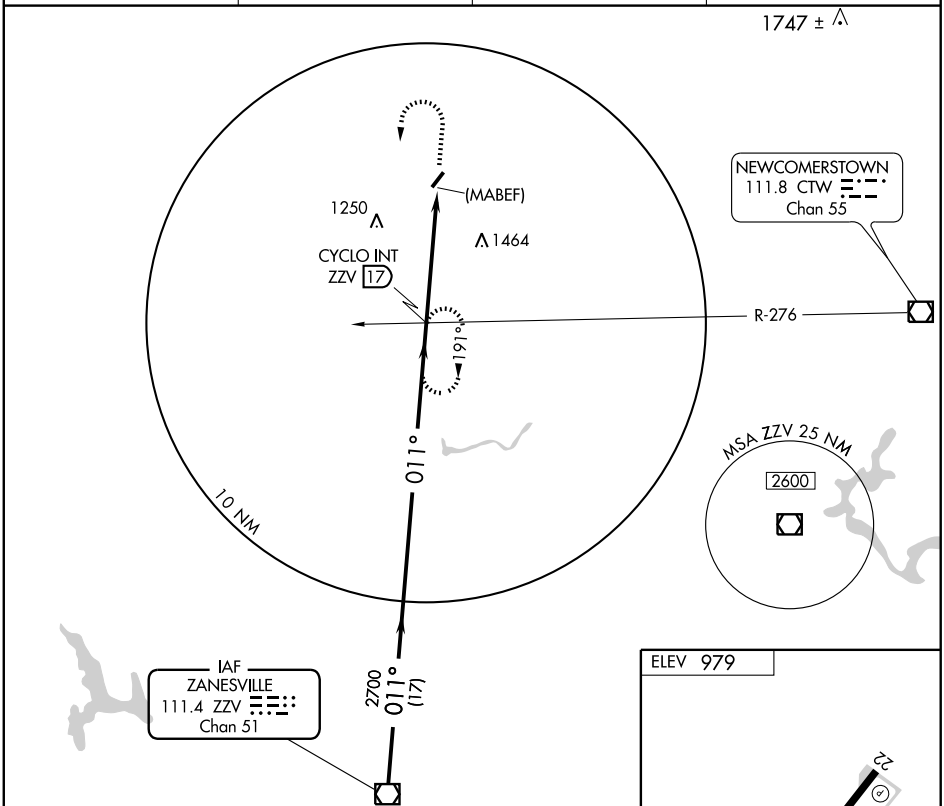
COSHOCTON/ RICHARD DOWNING (I40)

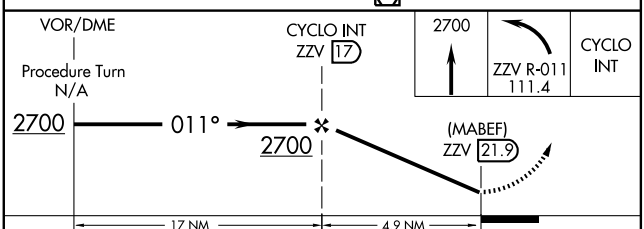
Obtain local altimeter setting on CTAF; when not recieved, use Zanesville altimeter setting.

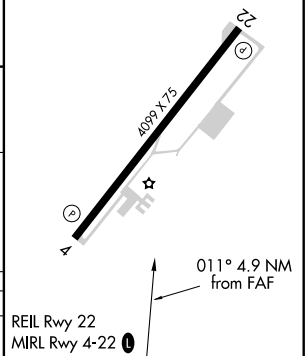
NA

MISSED APPROACH: Climb to 2700 then left turn via ZZV R-011 to CYCLO Int and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM	
118.875	124.45 370.9	123.0 (CTAF)	122.9 L







CATEGORY	A	B	C	D
CIRCLING	1720-1 741 (800-1)	1720-1¼ 741 (800-1¼)	1720-2¼ 741 (800-2¼)	1720-2½ 741 (800-2½)
ZANESVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1780-1 801 (900-1)	1780-1¼ 801 (900-1¼)	1780-2¼ 801 (900-2¼)	1780-2½ 801 (900-2½)

REIL Rwy 22
MIRL Rwy 4-22 L

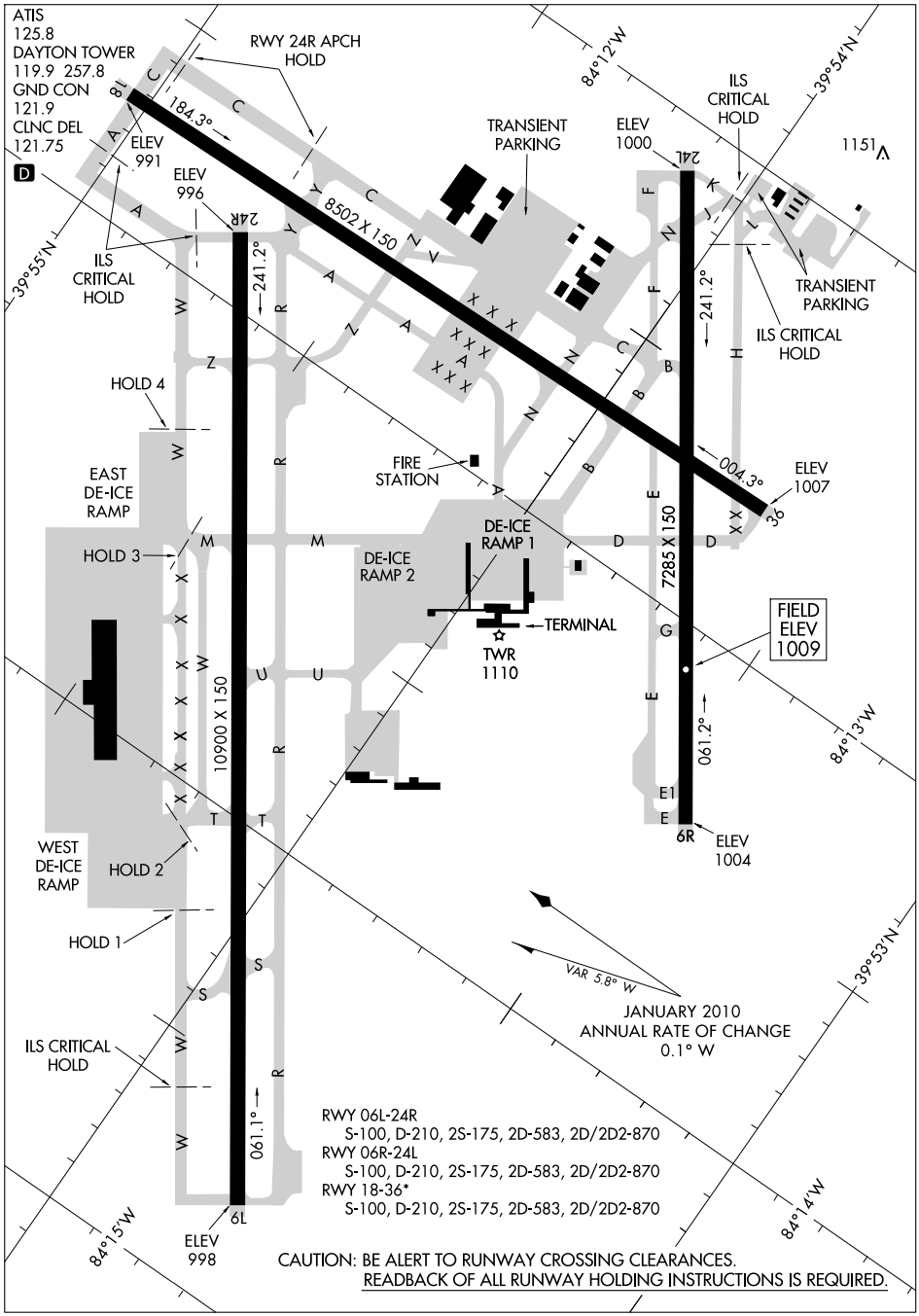
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

DAYTON / JAMES M. COX-DAYTON INTL (DAY)
DAYTON, OHIO
AL-107 (FAA)

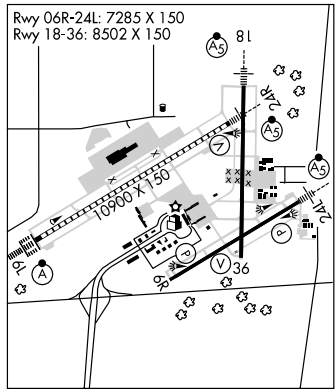


EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

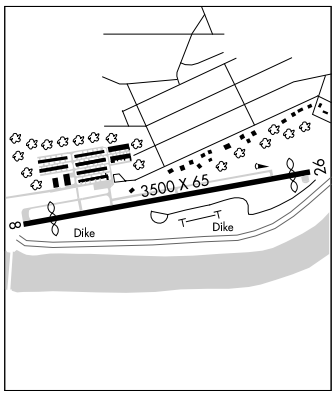
AIRPORT DIAGRAM
DAYTON, OHIO
DAYTON / JAMES M. COX-DAYTON INTL (DAY)
10210

JAMES M COX DAYTON INTL (DAY) 9 N UTC−5(−4DT) N39°54.14′ W84°13.16′ **CINCINNATI**
1009 B S4 **FUEL** 100, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE DAY **H–10G, L–27E**
RWY 06L–24R: H10900X150 (ASPH–CONC–GRVD) S–100, D–210, 2S–175, 2D–583, 2D/2D2–870 HIRL CL **IAP, AD**
RWY 06L: ALSF2. TDZL.
RWY 24R: MALSR. VASI(V4L)—GA 3.0° TCH 54′. Tree.
RWY 18–36: H8502X150 (ASPH–CONC–GRVD) S–100, D–210, 2S–175, 2D–583, 2D/2D2–870 HIRL
RWY 18: MALSR. Trees.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 46′. Trees.
RWY 06R–24L: H7285X150 (CONC) S–100, D–210, 2S–175, 2D–583, 2D/2D2–870 HIRL
RWY 06R: REIL. PAPI(P4L)—GA 3.0°. TCH 52′. Tree.
RWY 24L: MALSR. PAPI(P4L)—GA 3.0°. TCH 51′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION:
RWY 06R: TORA–7000 TODA–7000 ASDA–7000 LDA–7000
RWY 24L: TORA–7000 TODA–7000 ASDA–7000 LDA–7000



AIRPORT REMARKS: Attended continuously. Deer, coyotes, birds and waterfowl on and invof arpt. First 1400′ Rwy 24R concrete. First 1500′ of Rwy 18 concrete. Rwy 36 VASI OTS indef. Class I, ARFF Index C. ARFF index E avbl with 24 hrs notice; call arpt operations 937–454–8299. Twy H clsd between Twy D and Rwy 18–36 indef. Twy C between Twy N and Twy V not avbl for air carrier ops. Twy K, Twy H and Twy J not avbl for group IV and higher acft. Terminal ramp is a non–movement area. Runups prohibited in Rwy 24L holding area. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (937) 454–7845. **HIWAS** 114.5 DQN. TDWR.
COMMUNICATIONS: ATIS 125.8 **UNICOM** 122.95
DAYTON RCO 122.1R 114.5T 122.2 122.55 (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.85 126.45 (091°–180°) 134.45 (181°–359°) 118.425 (360°–090°) 118.0 126.5
DAYTON TOWER 119.9 **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 131° 10.7 NM to fld. 990/1W. **HIWAS.**
BRUNY NDB (LOM) 315 AT N39°50.82′ W84°20.09′ 062° 6.3 NM to fld.
ILS/DME 108.3 I–DAY Chan 20 Rwy 18.
ILS 108.9 I–ATD Rwy 06L. LOM BRUNY NDB.
ILS 110.3 I–EGK Rwy 24L.
ILS/DME 111.9 I–VUQ Chan 56 Rwy 24R. Class IE.
ASR

MORAINE AIR PARK (I73) 4 SW UTC−5(−4DT) N39°40.95′ W84°14.58′ **CINCINNATI**
720 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 08–26: H3500X65 (ASPH) MIRL
RWY 08: Thld dsplcd 558′. Dike.
RWY 26: Thld dsplcd 136′. Dike.
AIRPORT REMARKS: Attended dalgt hrs. PAEW adjacent twys.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.7
DAYTON APP/DEP CON 126.5 (091°–180°)
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ 248° 20.6 NM to fld. 1047/4W.



DARBY DAN (See COLUMBUS)

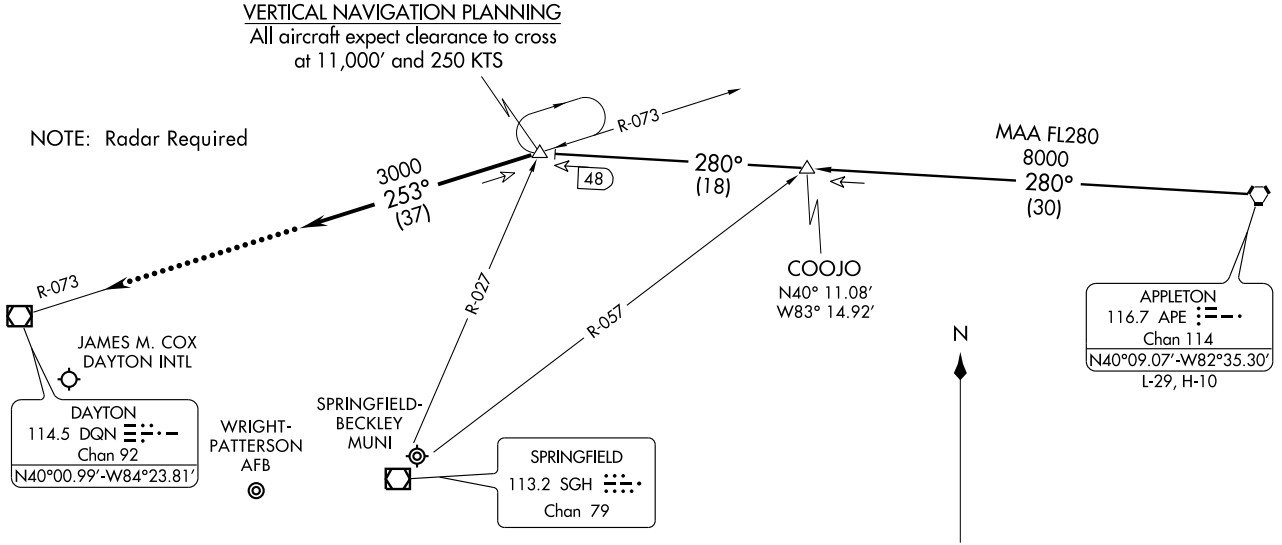
DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

DAYTON APP CON
134.45 352.05 (181-359)
JAMES M COX ATIS 125.8

DANEI
N40°12.16'-W83°38.36'

VERTICAL NAVIGATION PLANNING
All aircraft expect clearance to cross at 11,000' and 250 KTS

NOTE: Radar Required



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

ST-107 (FAA)

DAYTON, OHIO

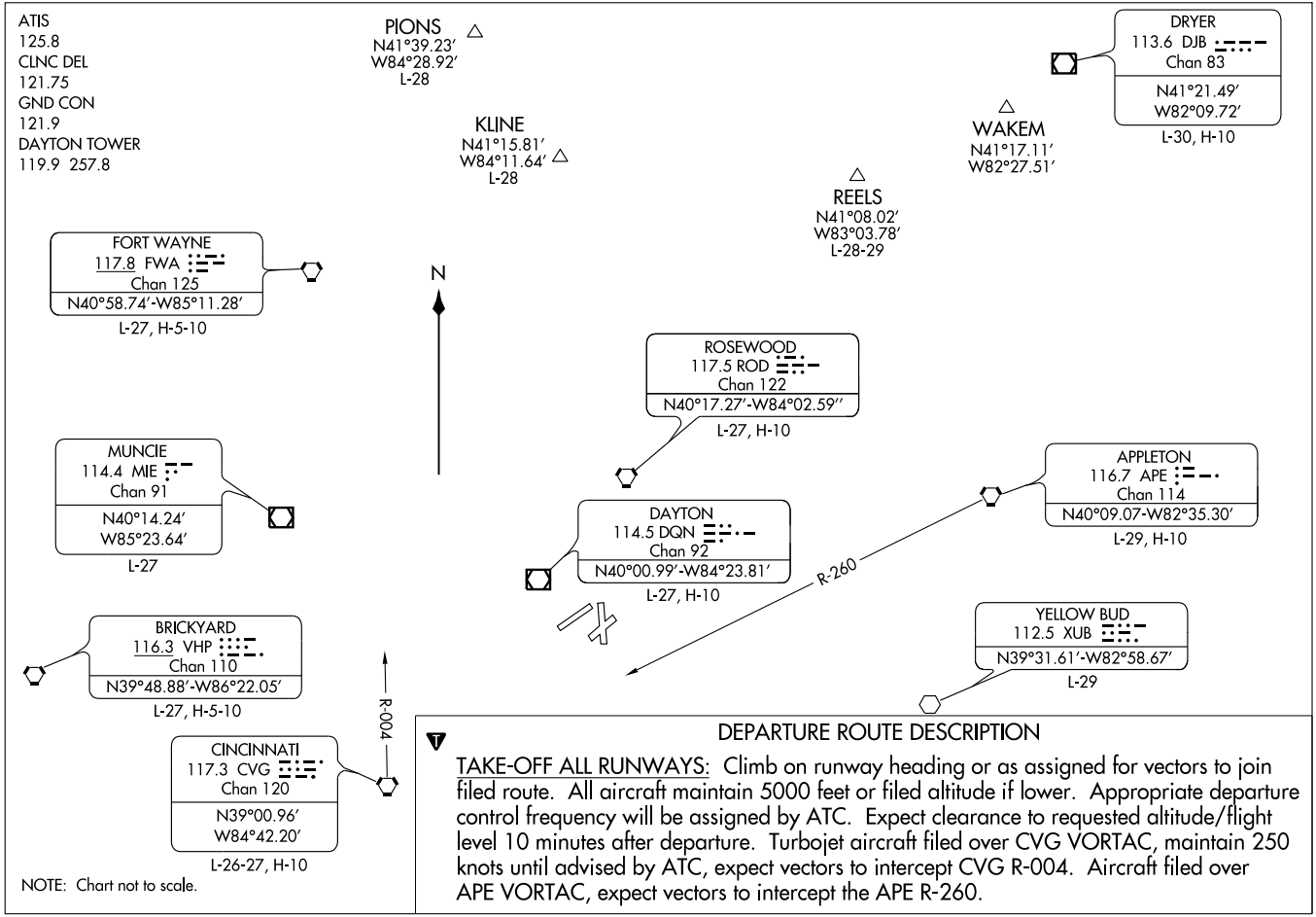
DAYTON, OHIO

DAYTON FOUR DEPARTURE

(DAY4.DAY) 07298

DAYTON/ JAMES M. COX DAYTON INTL (DAY)

DAYTON, OHIO



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned for vectors to join filed route. All aircraft maintain 5000 feet or filed altitude if lower. Appropriate departure control frequency will be assigned by ATC. Expect clearance to requested altitude/flight level 10 minutes after departure. Turbojet aircraft filed over CVG VORTAC, maintain 250 knots until advised by ATC, expect vectors to intercept CVG R-004. Aircraft filed over APE VORTAC, expect vectors to intercept the APE R-260.

(DAY4.DAY) 07298

DAYTON FOUR DEPARTURE

SL-107 (FAA) DAYTON/ JAMES M. COX DAYTON INTL (DAY)

DAYTON, OHIO

LOC I-ATD	APP CRS	Rwy Idg	10900
108.9	061°	TDZE	998
		Apt Elev	1009

ILS or LOC RWY 6L

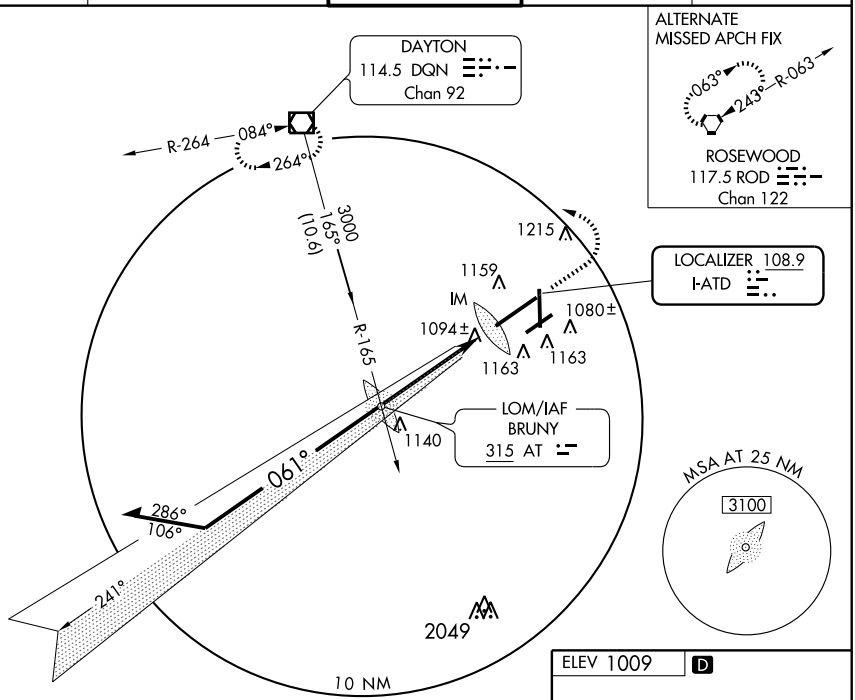
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR

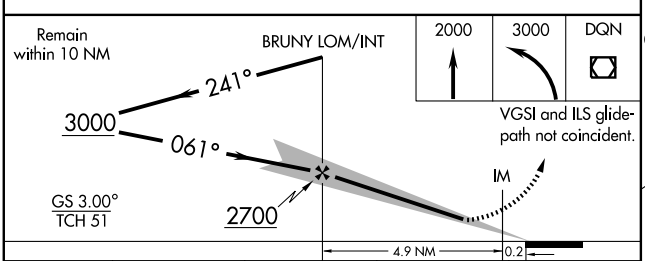
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

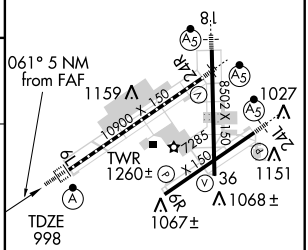


ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L	1198/18 200 (200-½)			
S-LOC 6L	1380/24 382 (400-½)			1380/40 382 (400-¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

ELEV 1009 D



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-DAY	APP CRS	Rwy Idg	8502
108.3	183°	TDZE	995
Chan 20		Apt Elev	1009

ILS or LOC RWY 18

DAYTON/JAMES M. COX DAYTON INTL (DAY)

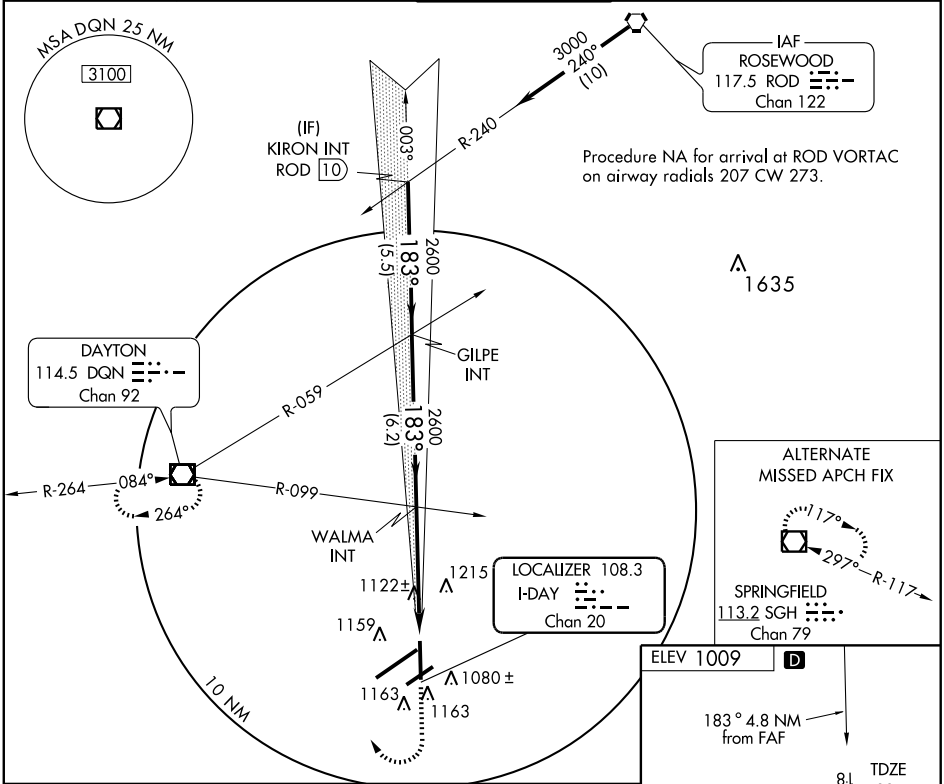
ASR

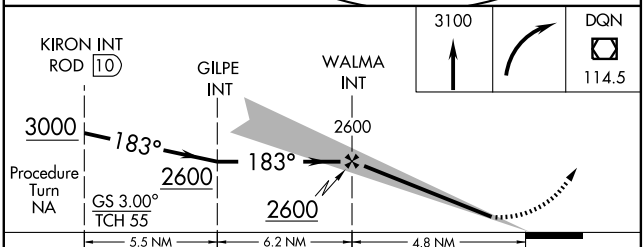
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

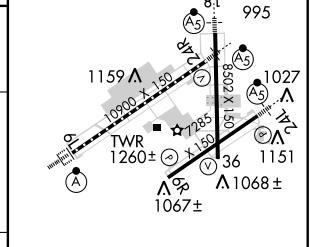
MALSR

MISSED APPROACH: Climb to 3100 then right turn direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75







CATEGORY	A	B	C	D
S-ILS 18	*1195/24 200 (200-½)			
S-LOC 18	1380/24 385 (400-½)			1380/40 385 (400-¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-EGK	APP CRS	Rwy Idg	7000
110.3	239°	TDZE	1006
		Apt Elev	1009

ILS or LOC RWY 24L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

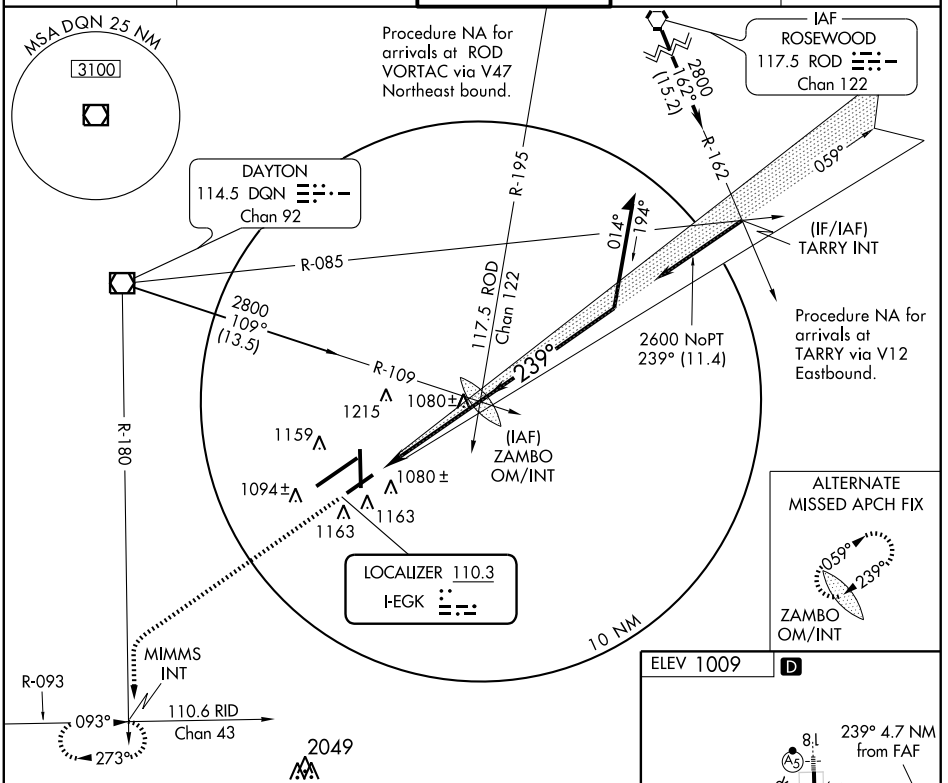
ASR

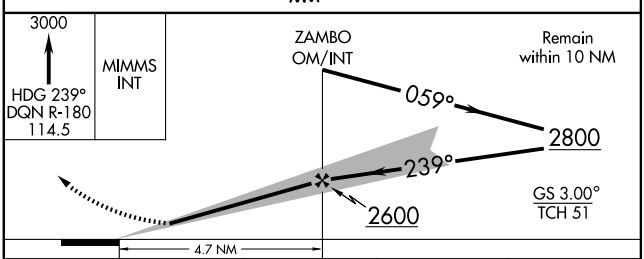
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

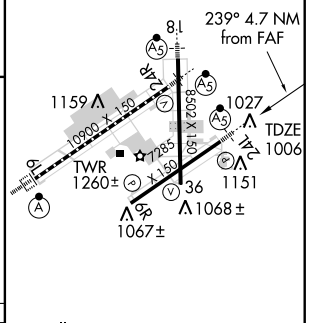
MALSR

MISSED APPROACH: Climb to 3000 via heading 239° and DQN VOR/DME R-180 to MIMMS Int and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75







CATEGORY	A	B	C	D
S-ILS 24L		*1206/24 200 (200-½)		
S-LOC 24L	1500/24 494 (500-½)		1500/40 494 (500-¾)	1500/50 494 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-VUQ	APP CRS	Rwy Idg 10900
111.9	239°	TDZE 997
Chan 56		Apt Elev 1009

ILS or LOC RWY 24R

DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

ROD VORTAC R-196 and DQN VOR/DME R-107 may be used to locate HABNU INT.

ROSEWOOD 117.5 ROD Chan 122

DAYTON 114.5 DQN Chan 92

(IAF) HABNU INT I-VUQ 6.8

(IAF) BONEE INT I-VUQ 16.8

2700 NoPT 239° (4)

2600 239° (6.1)

(IF) UYOGO INT I-VUQ 12.8

LOCALIZER 111.9 I-VUQ Chan 56

LOM BRUNY 315 AT

ALTERNATE MISSED APCH FIX BRUNY 315 AT

MSA DQN 25 NM 3100

10 NM

ELEV 1009 D

239° 4.8 NM from FAF

TDZE 997

TWR 1260±

10900 X 150

8502 X 150

4285 X 150

1159 1027 1151 1068± 1067±

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

2049

3000 DQN

† LOC Only

HABNU INT I-VUQ 6.8

Remain within 10 NM

059° 2800 239° 2600

GS 3.00° TCH 55

1.1 3.7 NM

CATEGORY	A	B	C	D
S-ILS 24R	*1197/24 200 (200-½)			
S-LOC 24R	1400/24 403 (400-½)		1400/40 403 (400-¾)	
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ATD	APP CRS	Rwy Idg	10900
108.9	061°	TDZE	998
		Apt Elev	1009

ILS RWY 6L (CAT II)

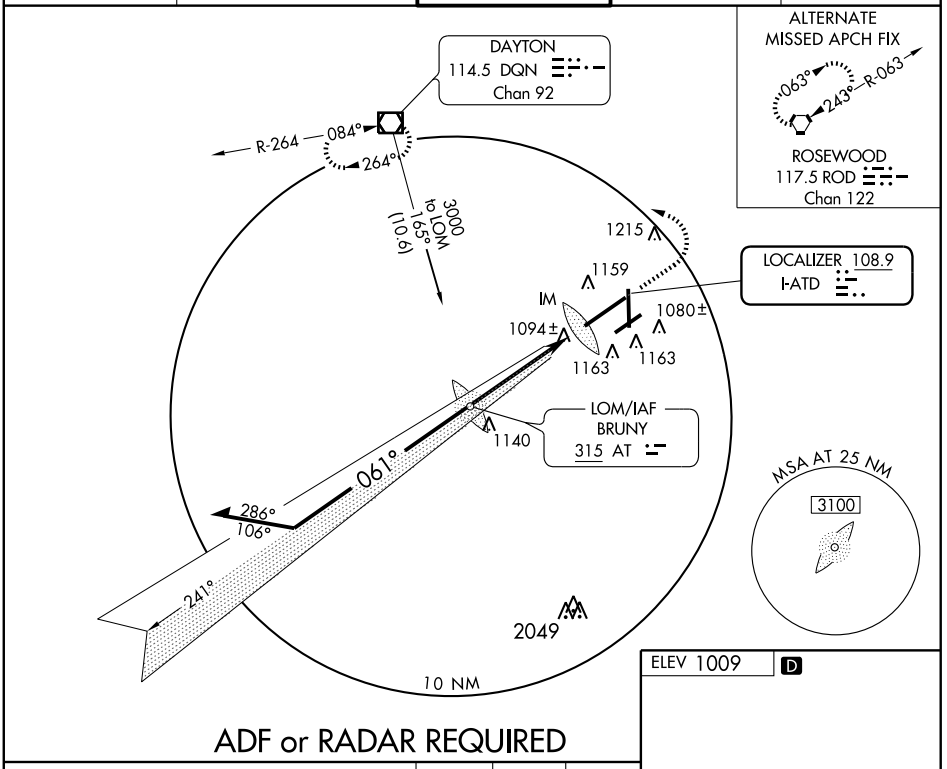
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR

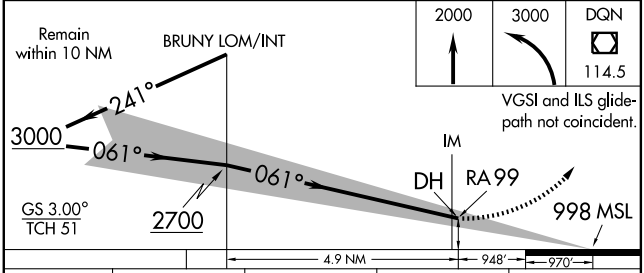
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



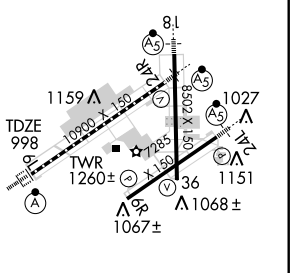
ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L	RA 99/12		100 DA 1098	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1009 D



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ATD	APP CRS	Rwy Idg	10900
108.9	061°	TDZE	998
		Apt Elev	1009

ILS RWY 6L (CAT III)

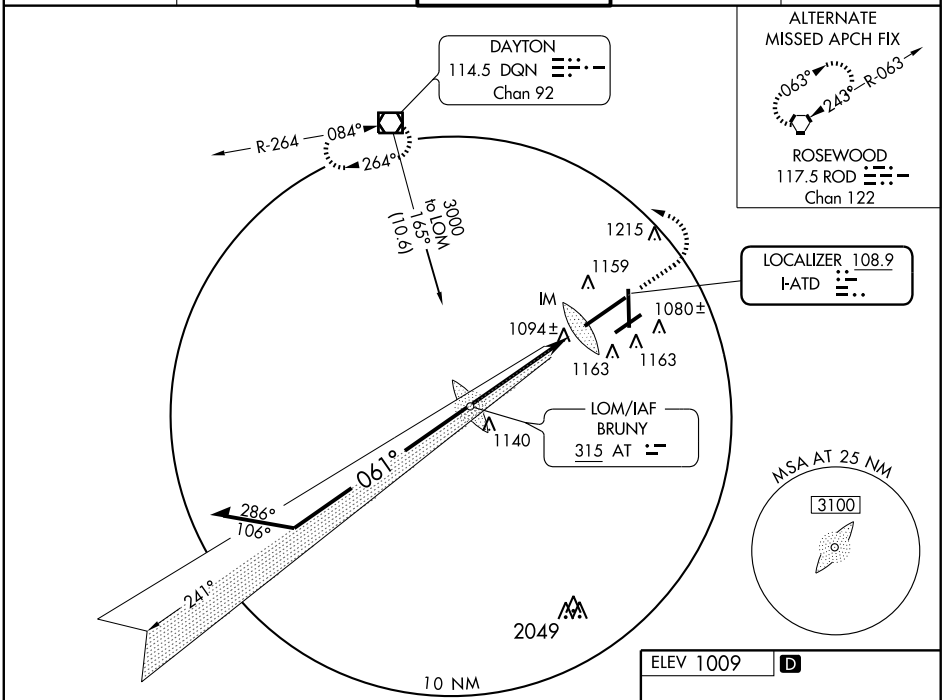
DAYTON/JAMES M. COX DAYTON INTL (DAY)

ASR

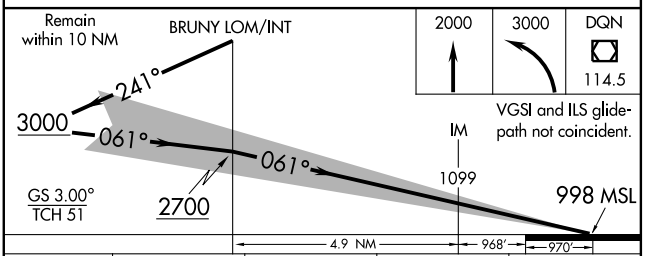
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



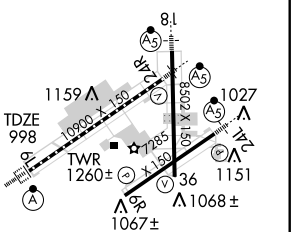
ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L	CAT IIIa	RVR 07		
S-ILS 6L	CAT IIIb	RVR 06		
S-ILS 6L	CAT IIIc	NA		

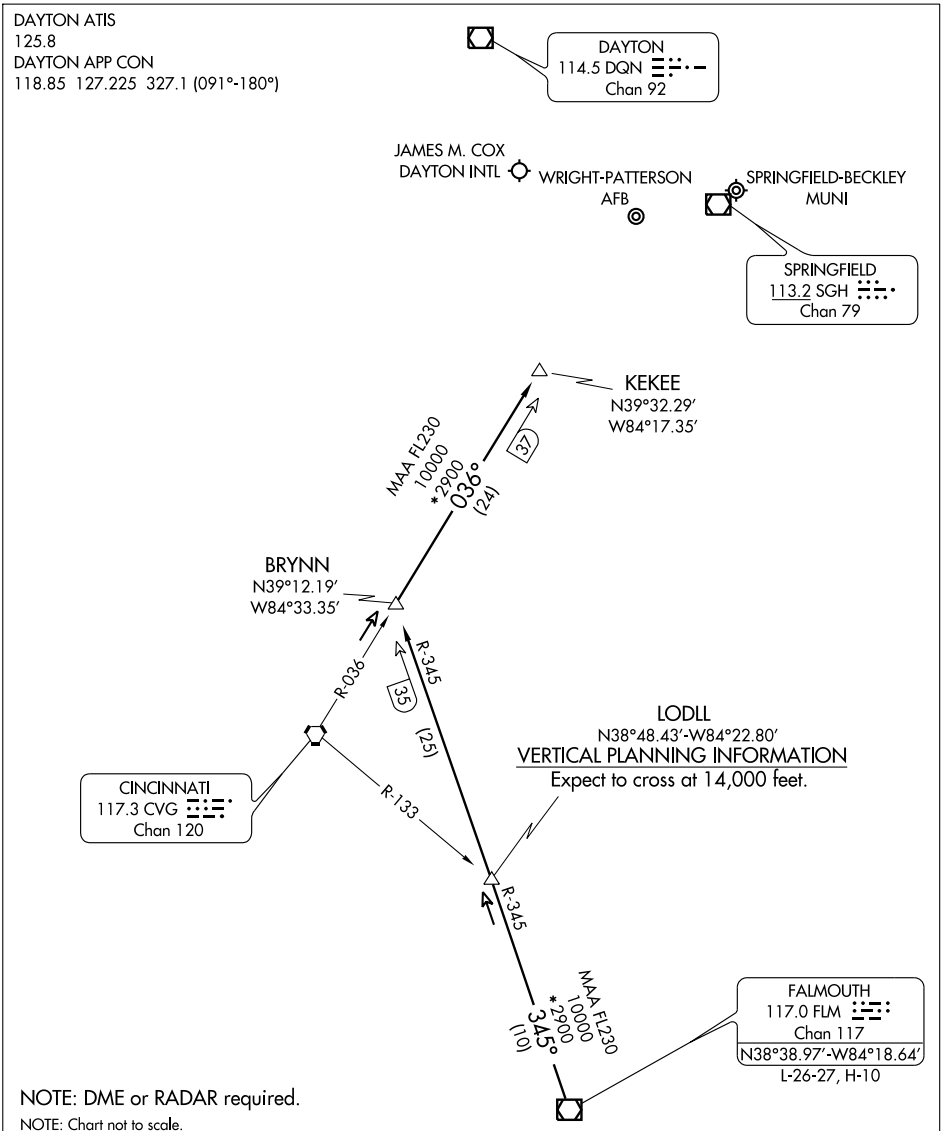
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1009 D



HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

LOM AT	APP CRS	Rwy Idg	7000
315	069°	TDZE	1007
		Apt Elev	1009

NDB RWY 6R

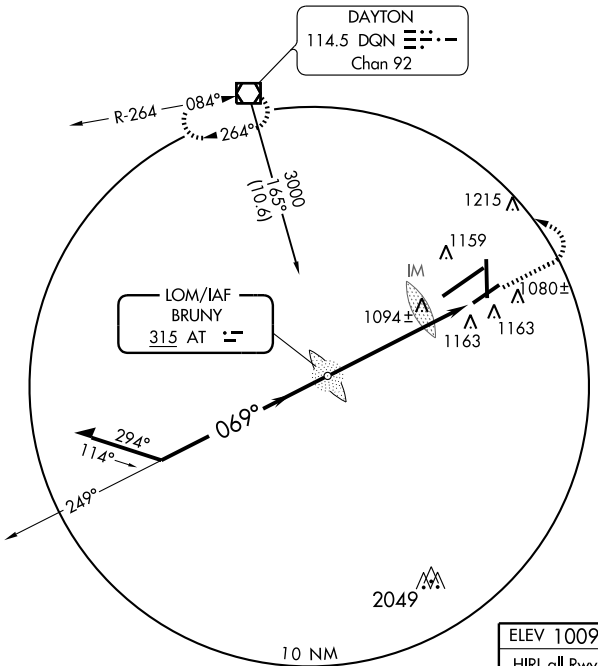
DAYTON/JAMES M. COX DAYTON INTL (DAY)

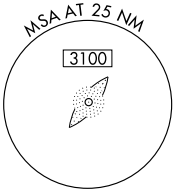
ASR

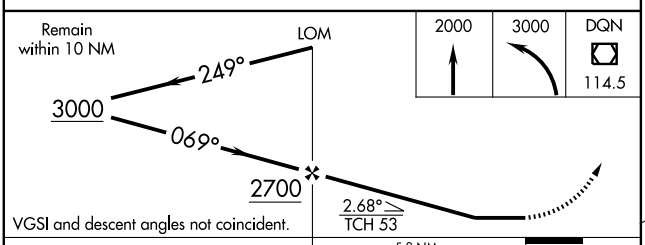
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



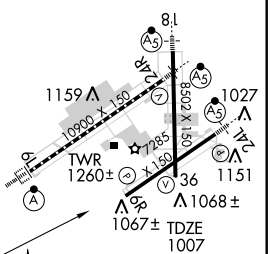




CATEGORY	A	B	C	D
S-6R	1540-1	533 (600-1)	1540-1½ 533 (600-1½)	1540-1¾ 533 (600-1¾)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)

ELEV 1009 D

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36



069° 5.8 NM from FAF

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10900
CH 42913	059°	TDZE	998
W06A		Apt Elev	1009

RNAV (GPS) RWY 6L

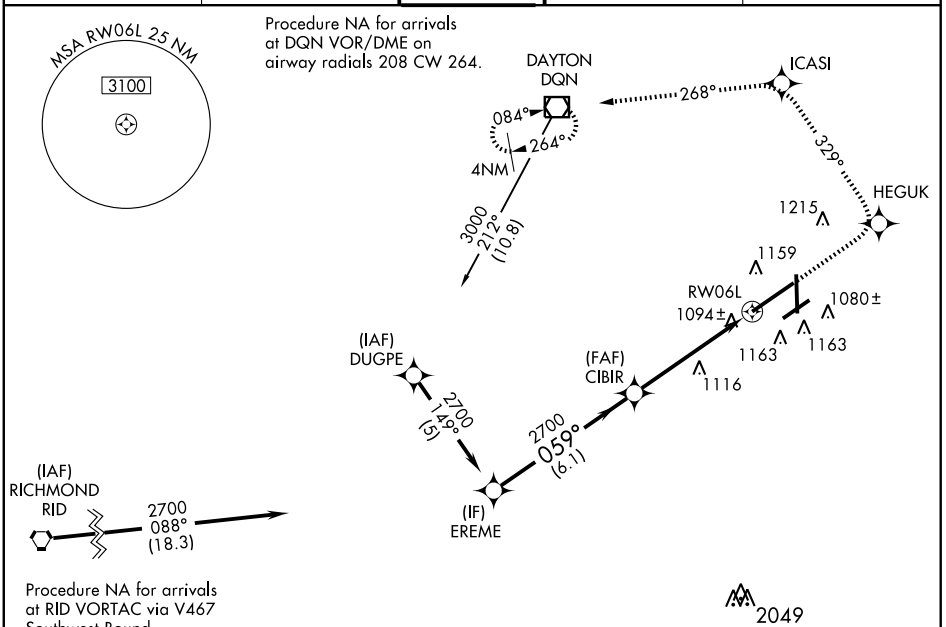
DAYTON/JAMES M. COX DAYTON INTL (DAY)

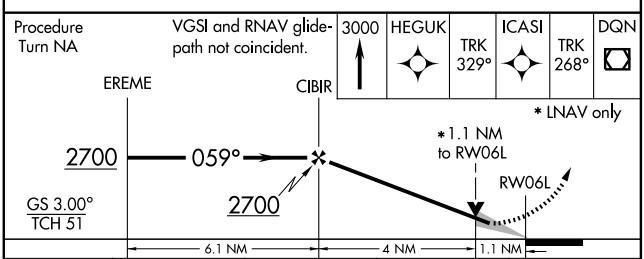
ASR For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

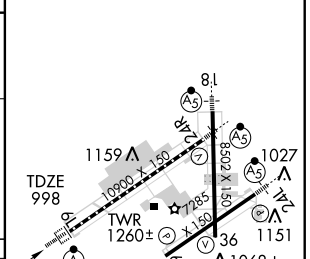
MISSED APPROACH: Climb to 3000 direct HEGUK and via track 329° to ICASI and via track 268° to DQN VOR/DME and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75





CATEGORY	A	B	C	D
LPV DA	1198/24	200 (200-½)		
LNAV/VNAV DA	1366/40	368 (400-¾)		
LNAV MDA	1420/24	422 (500-½)	1420/40 422 (500-¾)	1420/50 422 (500-1)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)



HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 90414	059°	TDZE	1007
W06B		Apt Elev	1009

RNAV (GPS) RWY 6R

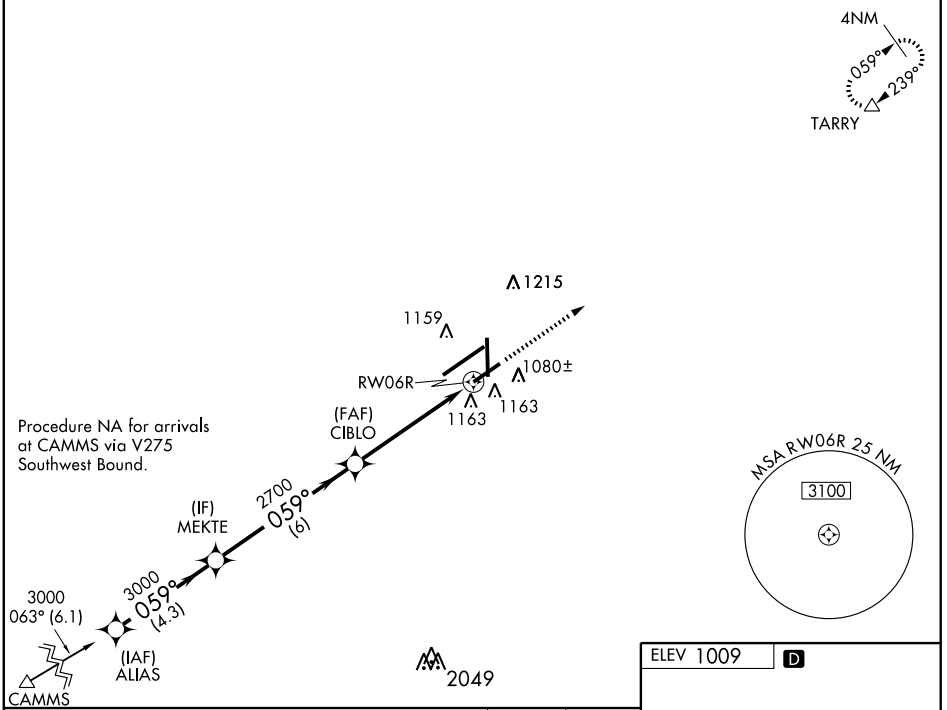
DAYTON/ JAMES M. COX DAYTON INTL (DAY)

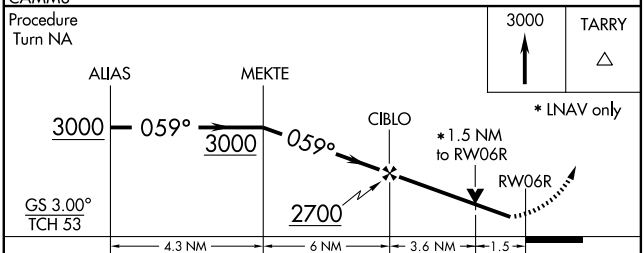
ASR

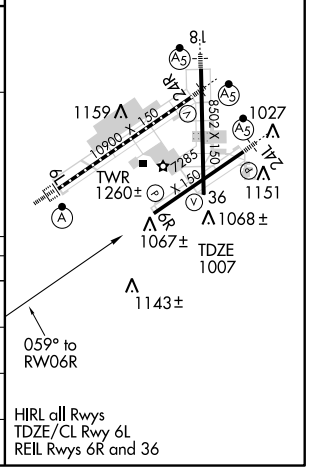
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct TARRY and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75







CATEGORY	A	B	C	D
LPV DA	1257-¾ 250 (300-¾)			
LNAV/VNAV DA	1494-1¾ 487 (500-1¾)			
LNAV MDA	1520-1 513 (600-1)		1520-1½ 513 (600-1½)	1520-1¾ 513 (600-1¾)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8502
CH 86914	183°	TDZE	995
W18A		Apt Elev	1009

RNAV (GPS) RWY 18

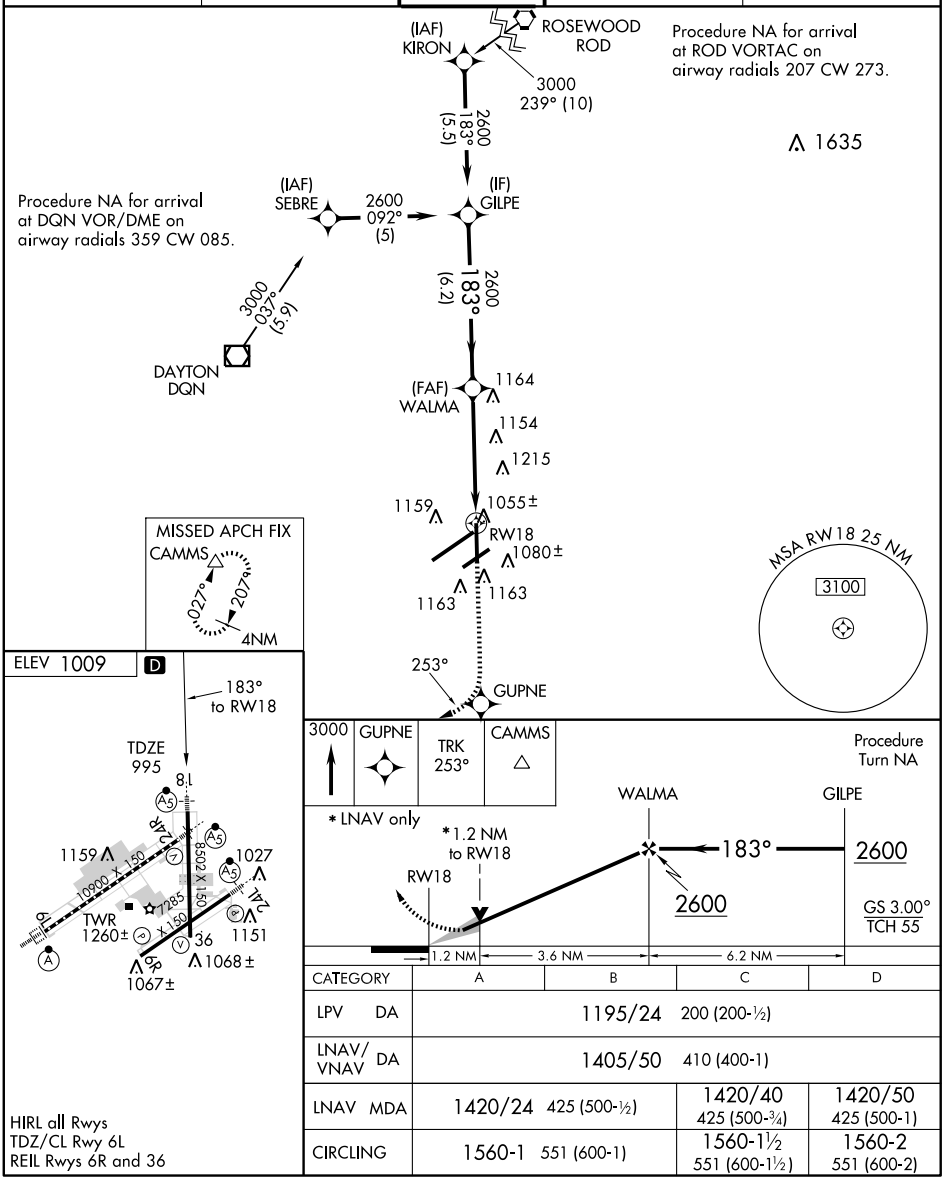
DAYTON/ JAMES M. COX DAYTON INTL (DAY)

ASR For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct GUPNE and via track 253° to CAMMS and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



CATEGORY	A	B	C	D
LPV DA	1195/24 200 (200-½)			
LNAV/ VNAV DA	1405/50 410 (400-1)			
LNAV MDA	1420/24 425 (500-½)		1420/40 425 (500-¾)	1420/50 425 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 50414	239°	TDZE	1006
W24A		Apt Elev	1009

RNAV (GPS) RWY 24L

DAYTON/JAMES M. COX DAYTON INTL (DAY)

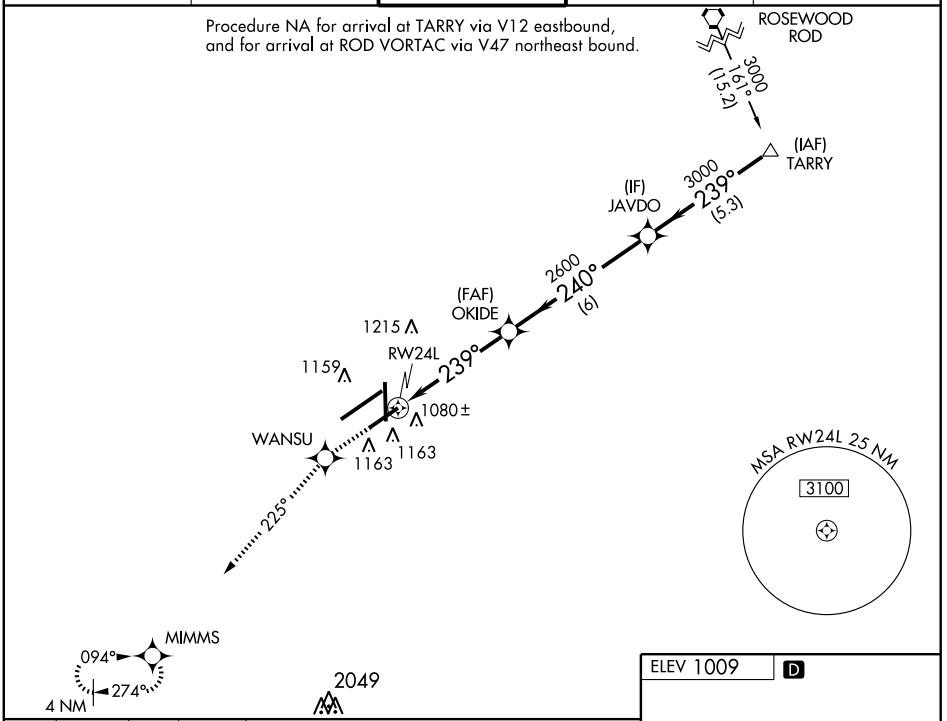
ASR For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

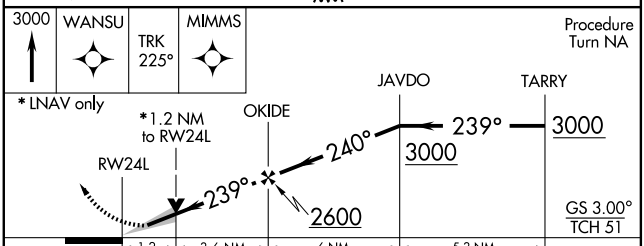
MALSR

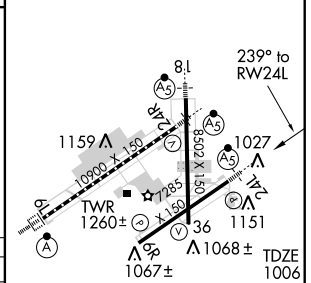
MISSED APPROACH: Climb to 3000 direct WANSU and via track 225° to MIMMS and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

Procedure NA for arrival at TARRY via V12 eastbound, and for arrival at ROD VORTAC via V47 northeast bound.







CATEGORY	A	B	C	D
LPV DA	1206/24 200 (200-½)			
LNAV/VNAV DA	1401/50 395 (400-1)			
LNAV MDA	1420/24 414 (500-½)		1420/40 414 (500-¾)	1420/50 414 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 10900
CH 66013	239°	TDZE 997
W24B		Apt Elev 1009

RNAV (GPS) RWY 24R

DAYTON/JAMES M. COX DAYTON INTL (DAY)

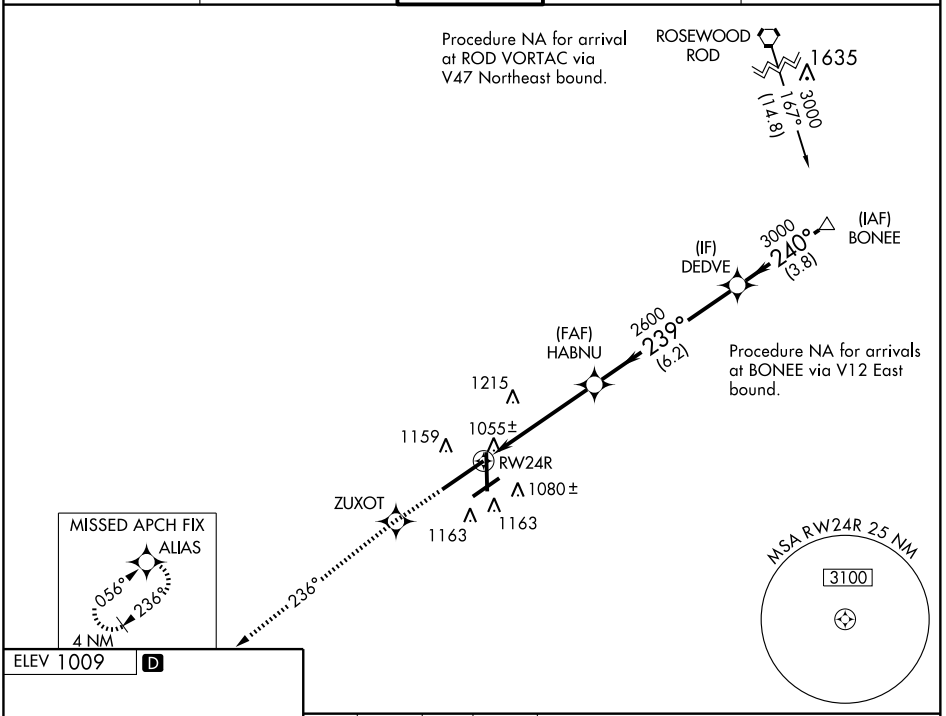
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

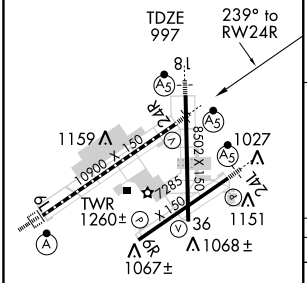
MALSR

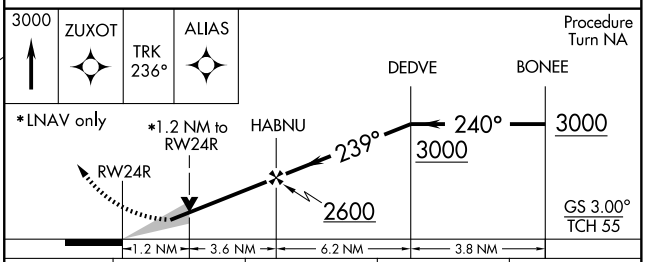
MISSED APPROACH: Climb to 3000 direct ZUXOT and via track 236° to ALIAS and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75



ELEV 1009 D





CATEGORY	A	B	C	D
LPV DA	1197/24 200 (200-½)			
LNAV/VNAV DA	1364/40 367 (400-¾)			
LNAV MDA	1440/24 443 (500-½)		1440/40 443 (500-¾)	1440/50 443 (500-1)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys
TDZE/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8502
003°	TDZE	1008
	Apt Elev	1009

RNAV (GPS) RWY 36

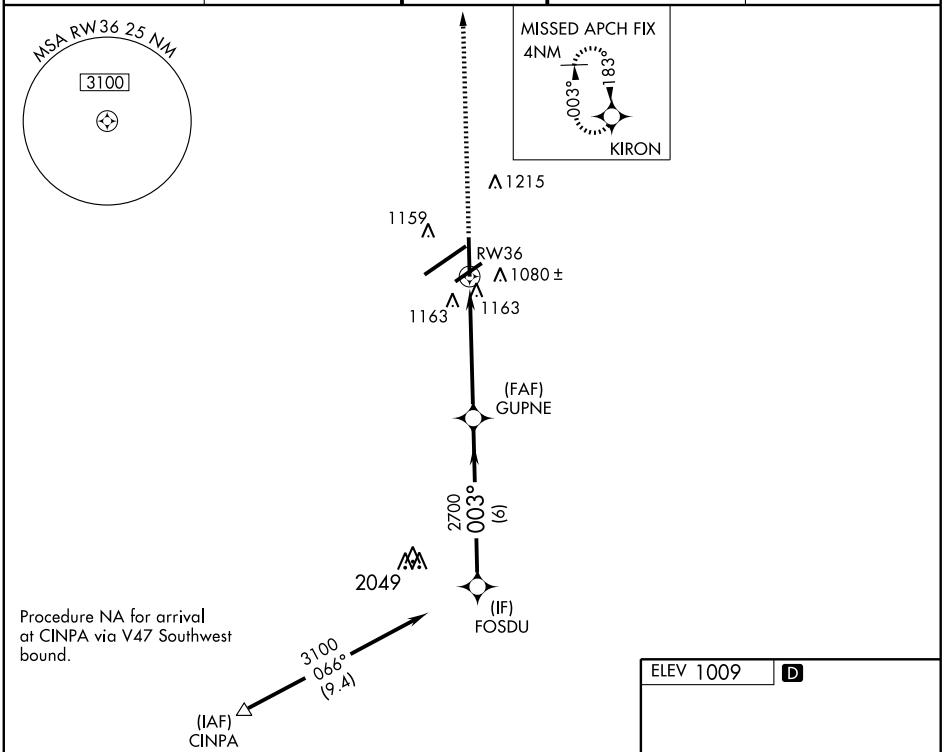
DAYTON/JAMES M. COX DAYTON INTL (DAY)

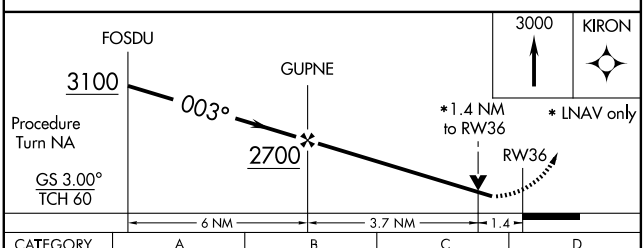
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

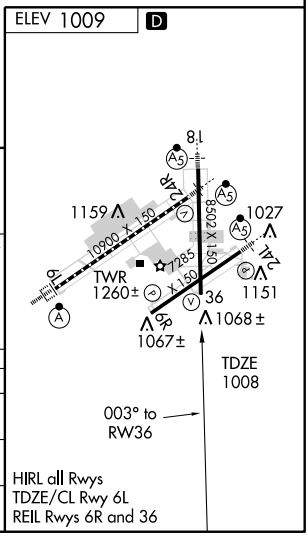
MISSED APPROACH: Climb to 3000 direct to KIRON and hold.

ATIS	DAYTON APP CON	DAYTON TOWER	GND CON	CLNC DEL
125.8	134.45 352.05	119.9 257.8	121.9	121.75

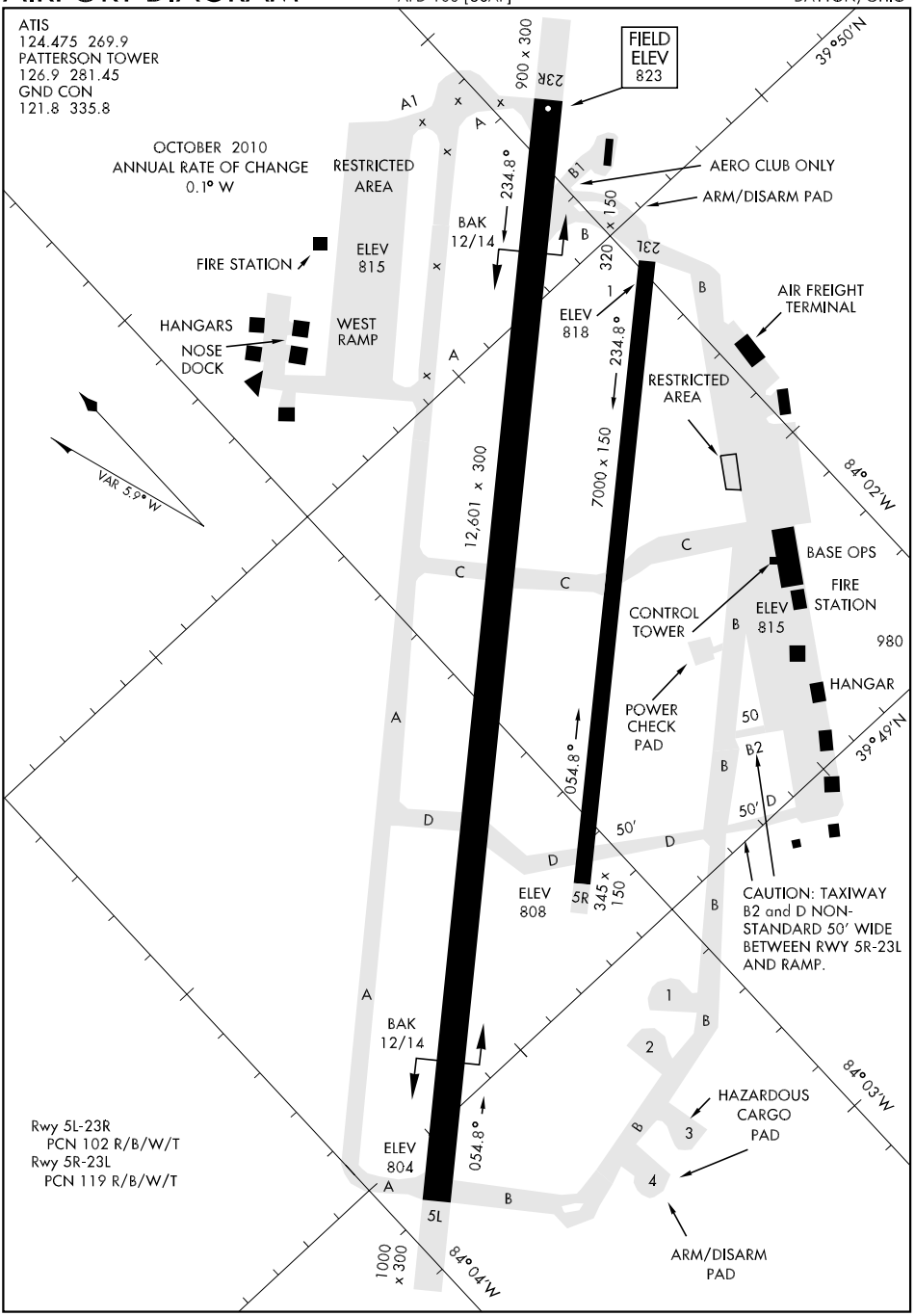




CATEGORY	A	B	C	D
LNAV/VNAV DA	1449-1½ 441 (500-1½)			
LNAV MDA	1500-1 492 (500-1)		1500-1¼ 492 (500-1¼)	1500-1½ 492 (500-1½)
CIRCLING	1560-1 551 (600-1)		1560-1½ 551 (600-1½)	1560-2 551 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WRIGHT PATTERSON AFB (FFO) (KFFO) AF (AFRC) 8 NE UTC−5(−4DT) N39°49.56′ W84°02.77′ **CHICAGO**
823 B TPA—See Remarks NOTAM FILE FFO Not insp. **H–10G, L–27E**
RWY 05L–23R: H8717X300 (PEM–GRVD) PCN 102 R/B/W/T HIRL **DIAP, AD**
RWY 05L: PAPI(P4L)—GA 3.0° TCH 50′. **RWY 23R:** ALSF1. PAPI(P4R)—GA 3.0° TCH 50′. Rgt tfc.
RWY 05R–23L: H7000X150 (ASPH) PNC 119 R/B/W/T MIRL
RWY 05R: PAPI(P4L). **RWY 23L:** PAPI(P4L).
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05L: TORA–12601 TODA–12601
RWY 05R: TORA–7000 TODA–7000
RWY 23L: TORA–7000 TODA–7000
RWY 23R: TORA–12601 TODA–12601
ARRESTING GEAR/SYSTEM
BAK–14 BAK–12B(B) (1740′) **RWY 23R**
MILITARY SERVICE: A–GEAR Rwy 05L–23R south end arresting gear located 864′ s of dsplcd thld.
JASU 9(A/M32A–86) 1(MC–1A) 4(AM32–95) (8)(A/M32A–60A) **FUEL** J8 **FLUID** SP PRESAIR LHOX LOX
OIL O–148–156 SOAP Avbl weekdays 1200–2130Z‡ except Federal holiday. **TRAN ALERT** Opr 1000–0500Z‡, avbl other times with 24 hr prior notice to Base OPS. Fleet svc avbl 2 hr prior notice. Payment rqr by Avcard.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Aerodrome PPR. Ctc Base Ops DSN 787–2131, C937–257–2131. All dep acft fly rwy heading until 1800′ unless twr approves otherwise. Inbound acft with VIP ctc Base OPS on PTD 30 minutes prior to arrival. Arm/de–arm area S end Twy B clsd. Portion of Twy A located NE of the south entrance to the W Ramp is permanently clsd. Twy A1 entrance to the W Ramp is permanently clsd. **CAUTION** Bird Watch Condition Phase I (Nov–Jun) indicates lgt bird activity. Phase II (Jul–Oct) indicates heavy bird activity normally associated with migratory season. Portions of the flameout and overhead tfc pat not visible from twr. Unlgtd obstructions surround afld. Multiple crane ops 2.7 NM southwest of KFFO, 1171′ MSL and blo. **TFC PAT** TPA–Rectangular tactical/trainer 2800(1977), other turbojet/turboprop 2300(1477), lgt reciprocating engine acft (12,500 lb or blo gross weight) 1800(977), overhead 2800(1977). **CSTMS/AG/IMG** Ltd CSTMS avbl. 24 hr prior notice for CSTMS requests. Call DSN: 787–2131 COM: 937–257–2131. **MISC** Base OPS DSN 787–2131, C937–257–2131. Expect dep from Rwy 23 R at Twy B intersection 11600′ avbl, if full length rqr, request back–taxi from twr. Standard RSRS applied. Twy B from north of the restricted area to apch end of Rwy 23L clsd to acft except C–130 and C–17. **AFRC** 445 AW opr Mon–Fri and training weekend 1200–0330Z‡.
COMMUNICATIONS: ATIS 124.475 269.9 **PTD** 122.85 372.2
Ⓡ **DAYTON APP CON** 126.5 327.1 (091°–180°) 118.85 127.225
PATTERSON TOWER 126.9 281.45 **GND CON** 121.8 335.8
Ⓡ **DAYTON DEP CON** 126.5 327.1 (091°–180°)
445A W AFRC COMD POST (BUCKEYE CON) 349.4 **PMSV METRO** 344.6 (Tran aircrews ctc 15th OWS for weather briefing DSN 576–9755, C618–256–9755. Reported prevailing visibility may not represent entire afld due to obstruction from observation point; observation point obstruction from 050°–210°. Touchdown visibility not obstruction. ATC will enhance sfc observation when visibility less than 4 SM and different from reported visibility.)
AIRSPACE: CLASS D svc continuous other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ 270° 9.3 NM to fld. 1047/4W.
PATTERSON (T) TACAN Chan 99 FFO (115.2) N39°49.14′ W84°03.33′ at fld. 804/4W.
ILS 109.7 I–FAE Rwy 05L. Glids slope not avbl.
ILS 109.7 I–FFO Rwy 23R.
COMM/NAV/WEATHER REMARKS: ILS Rwy 05L and 23R opr on same frequency 109.7, but different ident (I–FAE, I–FFO). Positive ident of ILS prior to flying apch.

WYANDOT CO (See UPPER SANDUSKY)

WYNKOOP (See MOUNT VERNON)

YELLOW BUD N39°31.61′ W82°58.68′ NOTAM FILE DAY. **CINCINNATI**
(T) VOR 112.5 XUB at Pickaway Co Meml. **L–29A**
RCO 122.1R 112.5T (DAYTON RADIO)

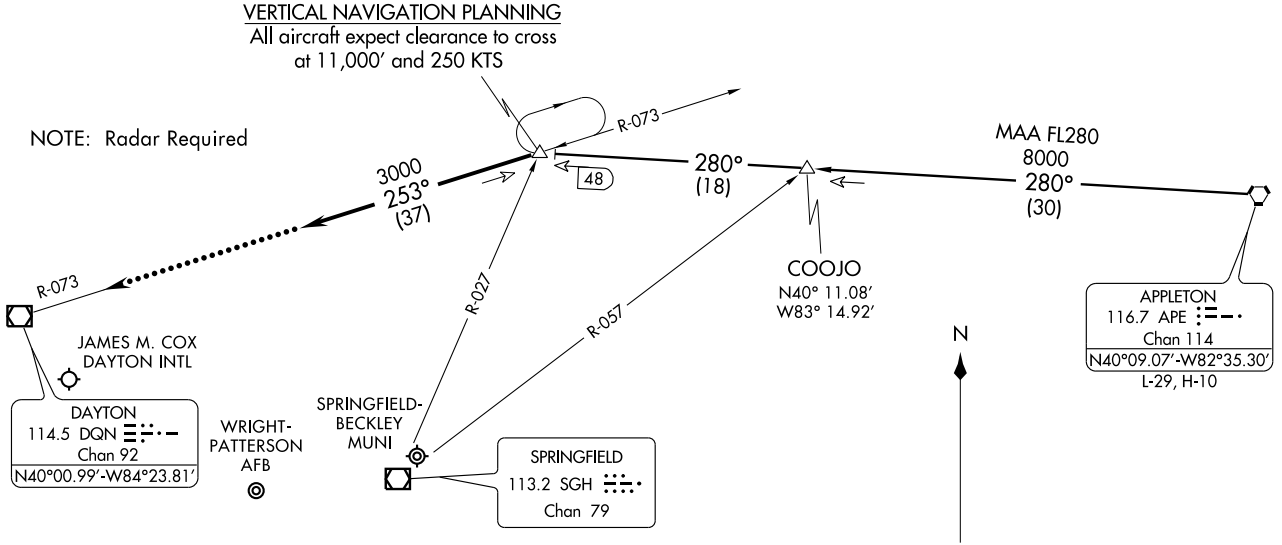
DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

DAYTON APP CON
134.45 352.05 (181-359)
JAMES M COX ATIS 125.8

DANEI
N40°12.16'-W83°38.36'

VERTICAL NAVIGATION PLANNING
All aircraft expect clearance to cross at 11,000' and 250 KTS

NOTE: Radar Required



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

ST-107 (FAA)

DAYTON, OHIO

DAYTON, OHIO

LOC I-FFO	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.7	233°	12,601	823	823

JAL-108 [USAF]

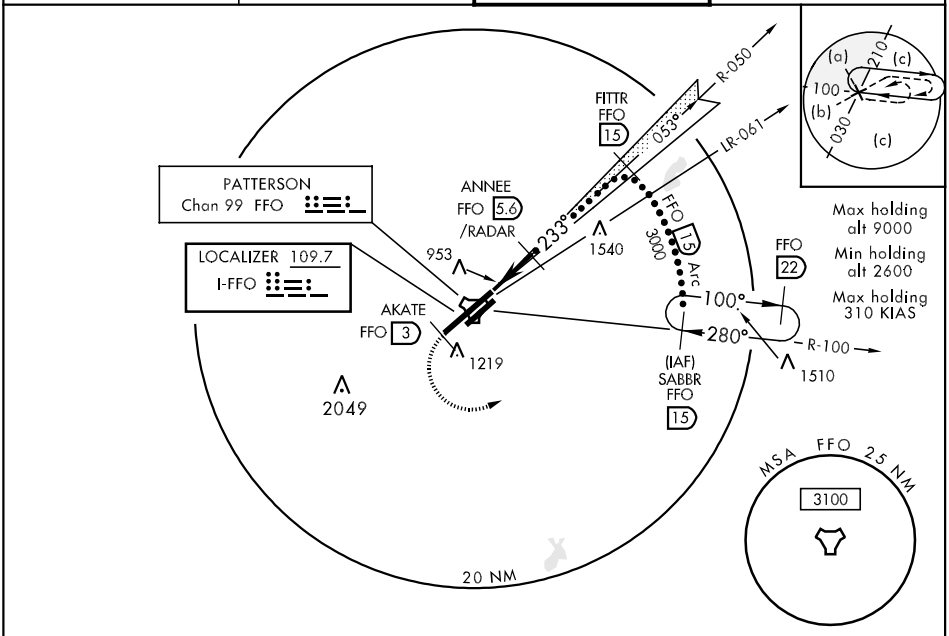
WRIGHT-PATTERSON AFB (KFFO)

* When ALS inop, increase all CAT RVR/vis to 40/¾ mile.
** When ALS inop, increase CAT C RVR/vis to 60/1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

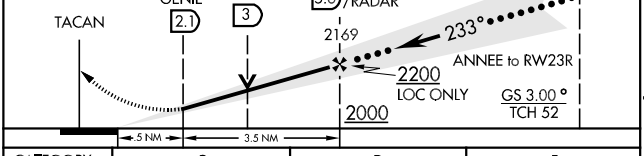
MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME (AKATE) turn left direct SABBR climbing to 3000 and hold.

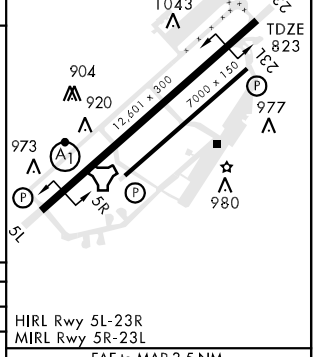
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



DME or RADAR REQUIRED FOR LOCALIZER

EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 23R *	1023/24 200 (200-½)		
S-LOC 23R**	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

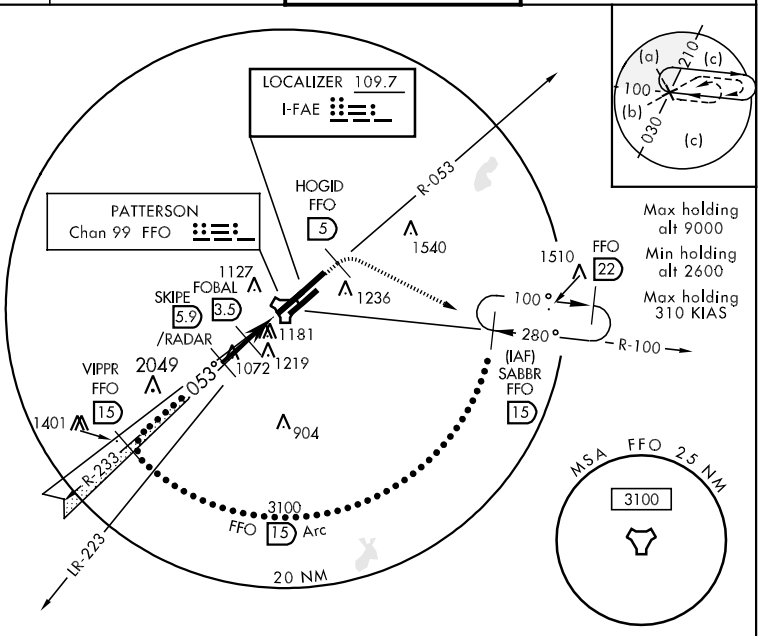
FAF to MAP 3.5 NM

Knots	120	140	160	180	200
Min:Sec	1:45	1:30	1:19	1:10	1:03

LOC I-FAE 109.7	APCH CRS 053°	Rwy ldg 12,601 TDZE 804 Arpt Elev 823	JAL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)

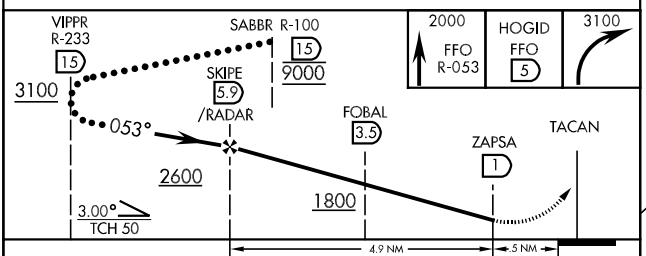
MISSED APPROACH: Climb to 2000 via FFO R-053, at 5 DME (HOGID) turn right direct SABBR climbing to 3100 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

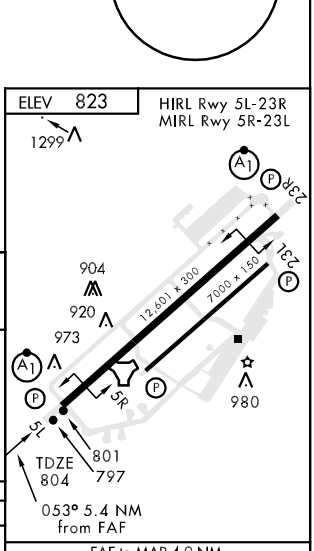


DME or RADAR REQUIRED FOR LOCALIZER

EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-LOC 5L	1320-1¾ 516 (600-1¾)		
CIRCLING	1460-1¾ 637 (700-1¾)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)



FAF to MAP 4.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	12,601
FFO Chan 99	059°	TDZE	804
		Arpt Elev	823

JAL-108 [USAF]

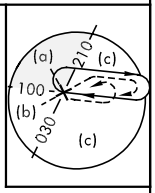
WRIGHT-PATTERSON AFB (KFFO)

▼ * When RWY 23R VGSI inop, circling to RWY 23R NA at night.

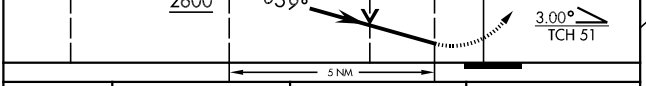
† MISSED APPROACH: Climb to 2000 via FFO R-058, at 5 DME (ARAKE), turn right direct SABBR climbing to 3100 and hold.

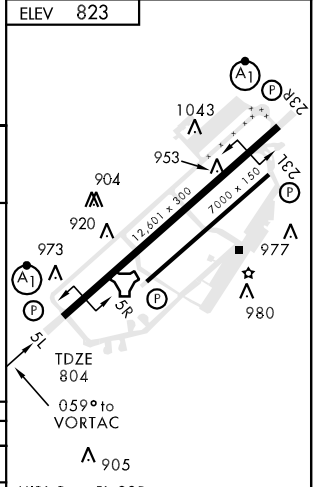
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

† Missed Approach requires use of RNAV or ATC radar moniting.



EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-5L	1460-1⅜ 656 (700-1⅜)		
CIRCLING *	1480-1⅞ 657 (700-1⅞)	1500-2¼ 677 (700-2¼)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	12,601
FFO Chan 99	230°	TDZE	823
		Arpt Elev	823

JAL-108 [USAF]

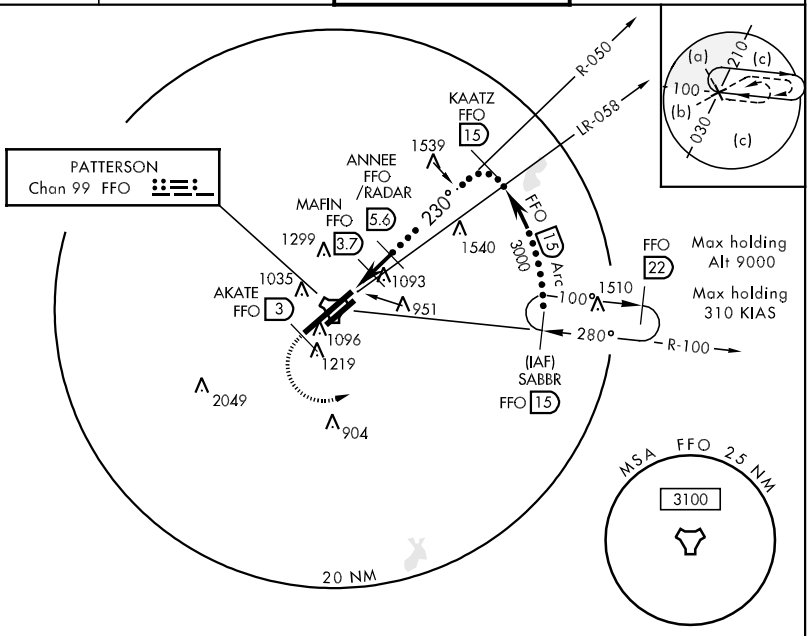
WRIGHT-PATTERSON AFB (KFFO)

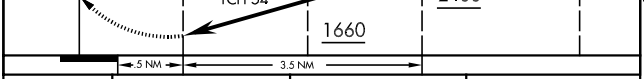
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.

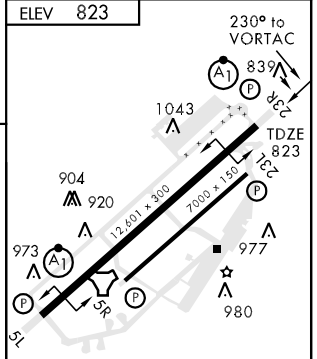
ALSF-1

MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME (AKATE), turn left direct SABBR climbing to 3000 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8







CATEGORY	C	D	E
S-23R *	1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497 (500-1¼)
CIRCLING	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-FAE	APCH CRS	Rwy ldg 12,601 TDZE 804 Arpt Elev 823
109.7	053°	

AL-108 [USAF]

* Missed approach requires use of RNAV or ATC radar monitoring.

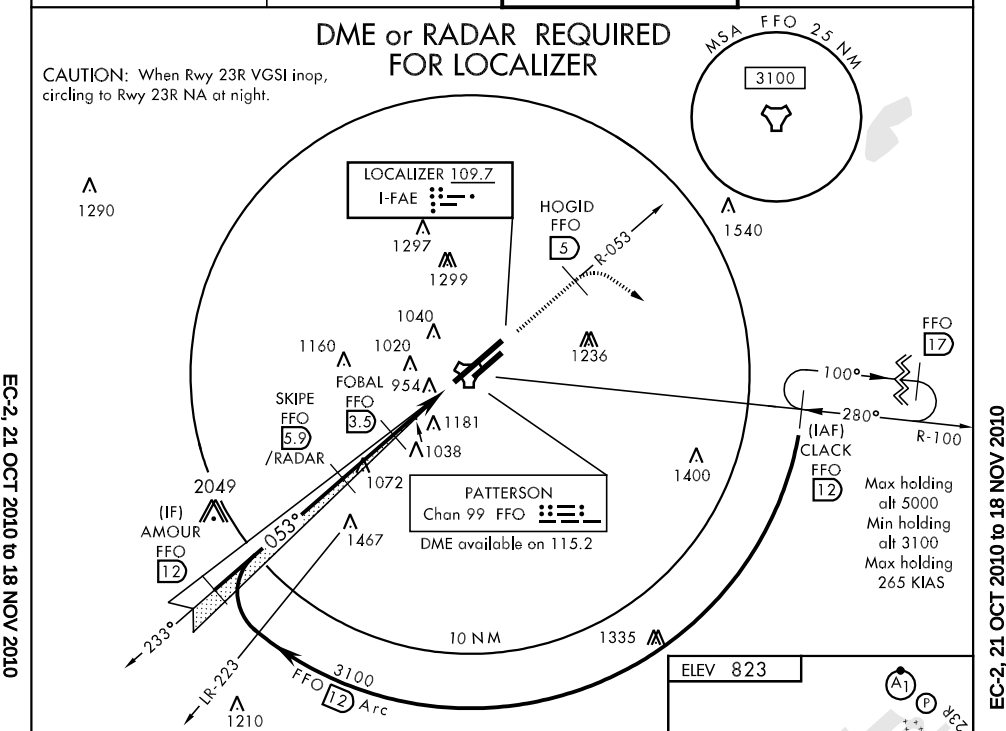
ALSF-1

*MISSED APPROACH: Climb to 2000 via FFO R-053 at 5 DME, turn right direct CLACK climbing to 3100 and hold.

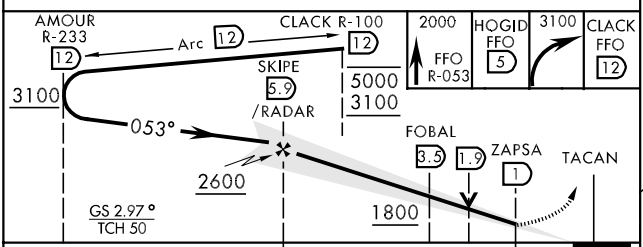
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

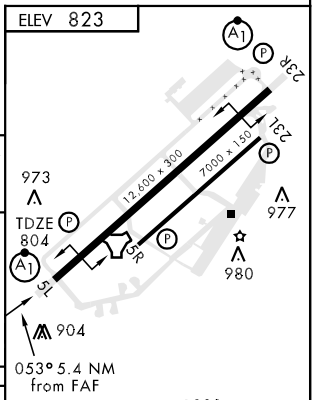
DME or RADAR REQUIRED FOR LOCALIZER

CAUTION: When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-ILS 5L	1004/24		200	(200-½)	
S-LOC 5L	1320/24 516 (500-½)		1320/55 516 (500-1)		
CIRCLING	1480-1 657 (700-1)		1480-1¾ 657 (700-1¾)	1500-2¼ 677 (700-2¼)	1620-2¾ 797 (800-2¾)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

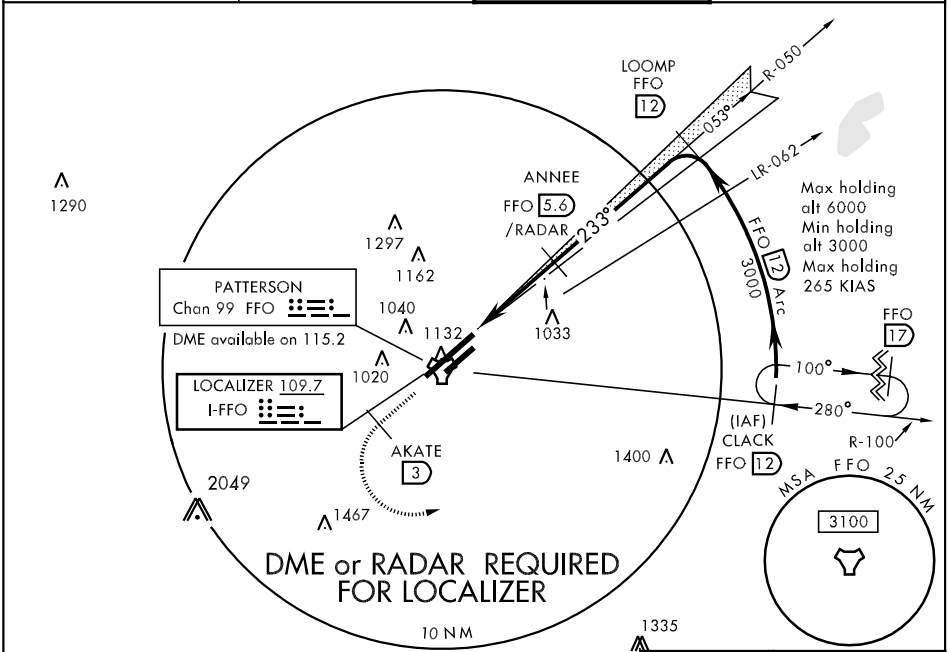
LOC I-FFO 109.7	APCH CRS 233°	Rwy ldg 12,601 TDZE 823 Arpt Elev 823	AL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)

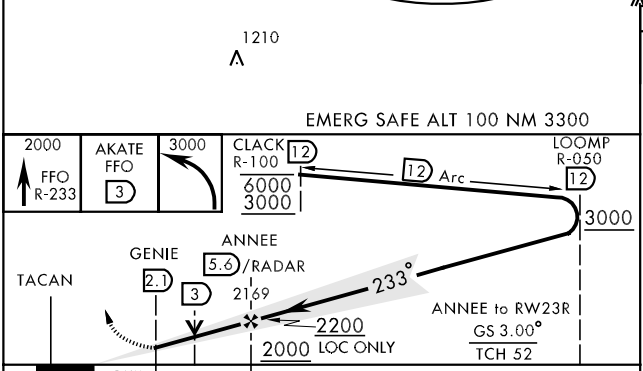
* When ALS inop, increase all CAT RVR/vis to 40/¾.
** When ALS inop, increase RVR/vis to CAT AB 50/1, CAT C 60/1¼, CAT D 1½, CAT E 1¾.

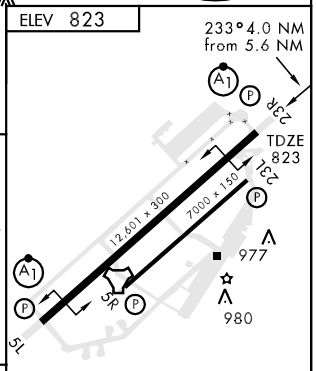
ALSF-1

MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME turn left direct CLACK to 3000 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8







CATEGORY	A	B	C	D	E
S-ILS 23R *	1023/24		200	(200-½)	
S-LOC 23R **	1320/24 497 (500-½)		1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497(500-1¼)
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

ILS Z RWY 23R

LOC I-FFO	APCH CRS	Rwy ldg 12,601 TDZE 823 Arpt Elev 823
109.7	233°	

AL-108 [USAF]

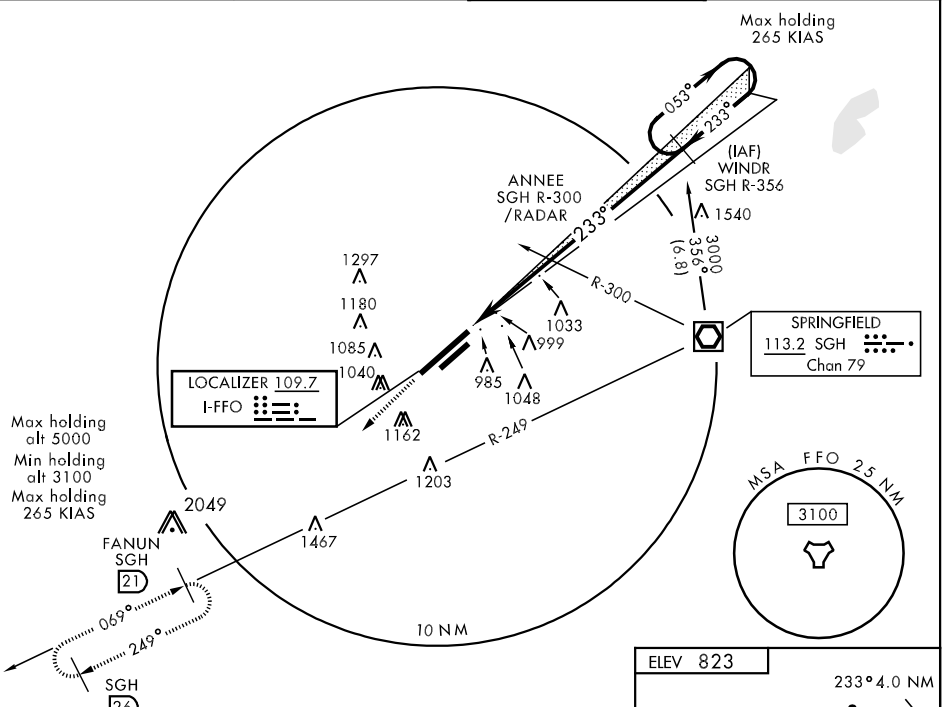
WRIGHT-PATTERSON AFB (KFFO)

▼ * When ALS inop, increase all CAT RVR/vis to 40/¾.
** When ALS inop, increase RVR/vis to CAT AB 50/1, CAT C 60/1¼, CAT D 1½, CAT E 1¾.

ALSF-1 (A1)

MISSED APPROACH: Track hdg 233° climb to 3100 intercept SGH R-249 to FANUN and hold.

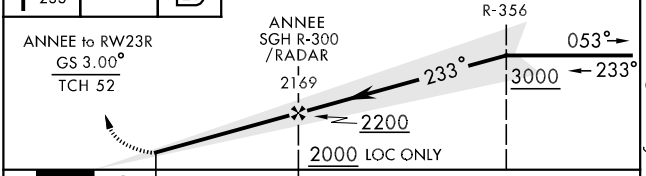
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

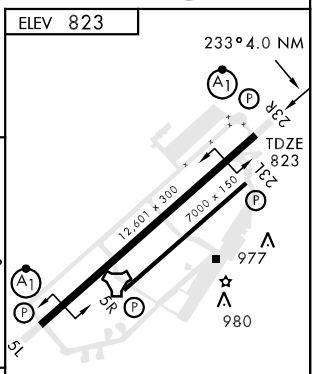


EMERG SAFE ALT 100 NM 3300

3100 Hdg 233° | SGH R-249 | FANUN SGH 21

VGSI and Descent Angle not coincident.





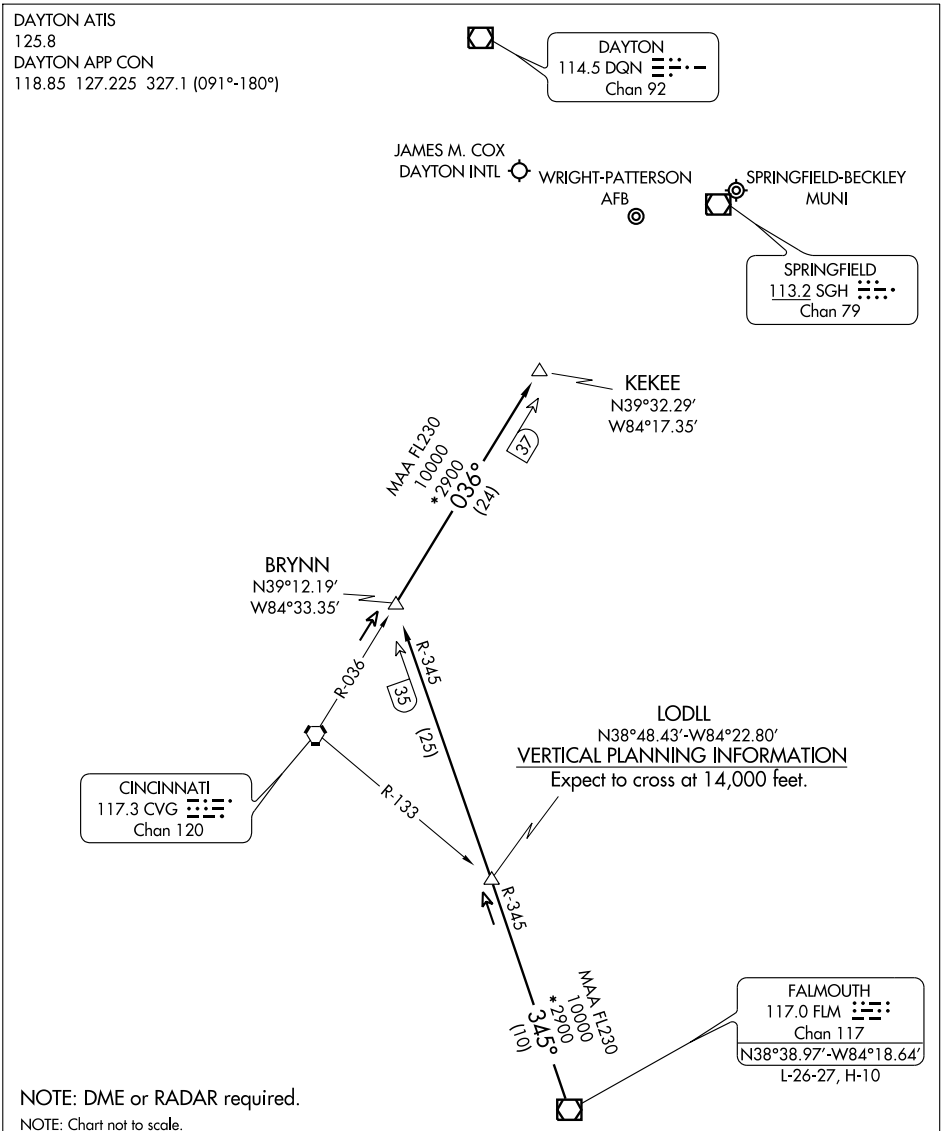
HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

CATEGORY	A	B	C	D	E
S-ILS 23R *	1023/24		200	(200-½)	
S-LOC 23R **	1320/24 497 (500-½)		1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497(500-1¼)
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

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EC-2, 21 OCT 2010 to 18 NOV 2010



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5R

APCH CRS	Rwy Idg	7,000
053°	THRE	808
	Arpt Elev	823

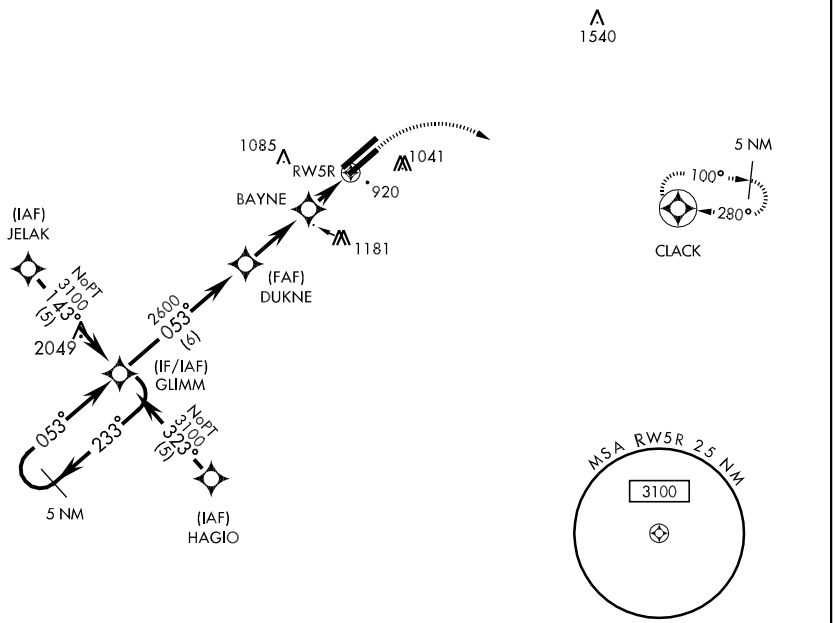
AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

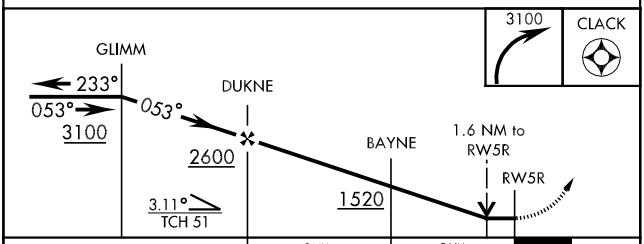
DME/DME RNP-0.3 NA

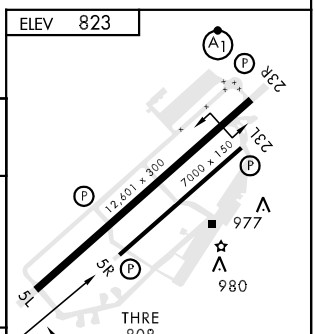
MISSED APPROACH: Turn right climb to 3100 direct CLACK WPT and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D
LNAV MDA	1380-1 572 (600-1)		1380-1⅝ 572 (600-1⅝)	
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1400-1⅝ 577 (600-1⅝)	1440-2 617 (700-2)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

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EC-2, 21 OCT 2010 to 18 NOV 2010

APCH CRS	Rwy Idg	7,000
233°	THRE	818
	Arpt Elev	823

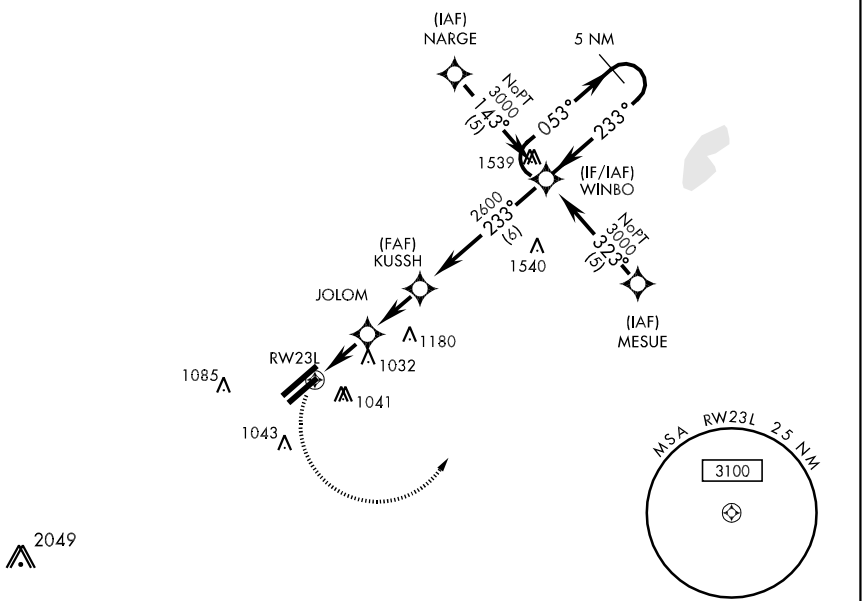
AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

DME/DME RNP-0.3 NA

MISSED APPROACH: Turn left climb to 3000 direct WINBO WPT and hold

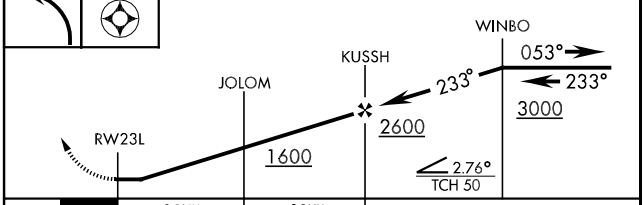
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



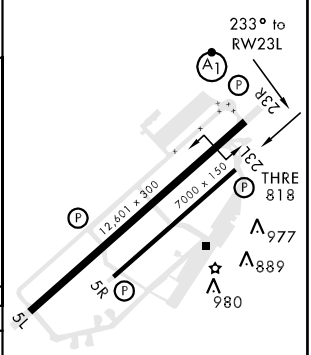
EMERG SAFE ALT 100 NM 3300

3000 WINBO

VGSI and descent angles not coincident



ELEV 823



CATEGORY	A	B	C	D
LNAV MDA	1320-1 502 (500-1)		1320-1⅜ 502 (500-1⅜)	
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1400-1½ 577 (600-1½)	1440-2 617 (700-2)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010

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RNAV (GPS) RWY 23R

APCH CRS	Rwy Idg	12,601
233°	TDZE	823
	Arpt Elev	823

AL-108 [USAF]

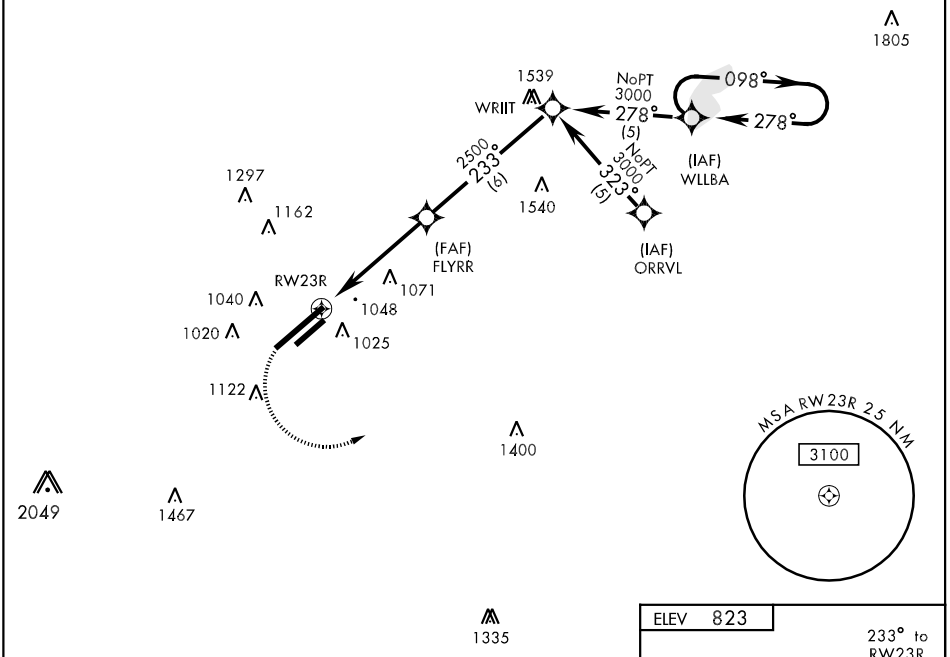
WRIGHT-PATTERSON AFB (KFFO)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.
DME/DME RNP-0.3 NA

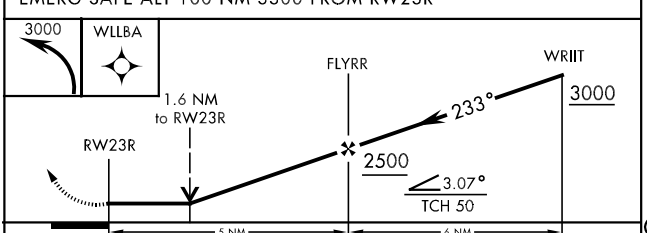
ALSF-1

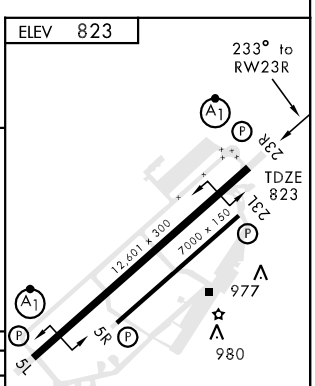
MISSED APPROACH: Turn left climb to 3000 direct WLLBA WPT and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300 FROM RW23R





CATEGORY	A	B	C	D
LNAV MDA*	1380/24 557 (600-½)		1380/50 557 (600-1)	1380/60 557 (600-1¼)
CIRCLING	1380/50 557 (600-1)		1380-1½ 557 (600-1½)	1380-1¾ 557 (600-1¾)

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EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 5L

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
FFO Chan 99	059°	12,601	804	823

AL-108 [USAF]

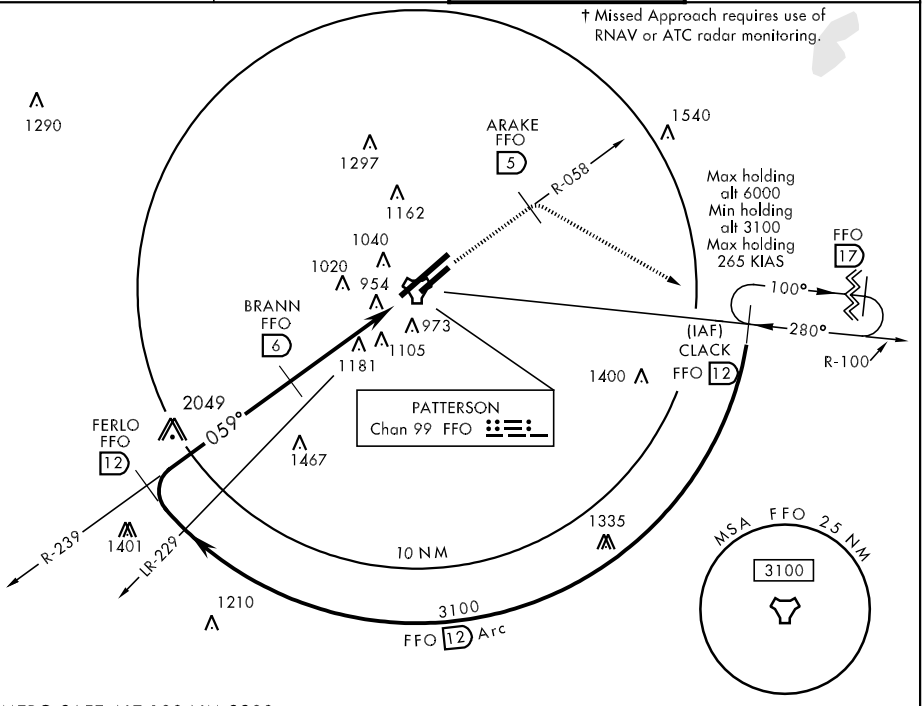
WRIGHT-PATTERSON AFB (KFFO)

∗ When RWY 23R VGSI inop, circling to RWY 23R NA at night.

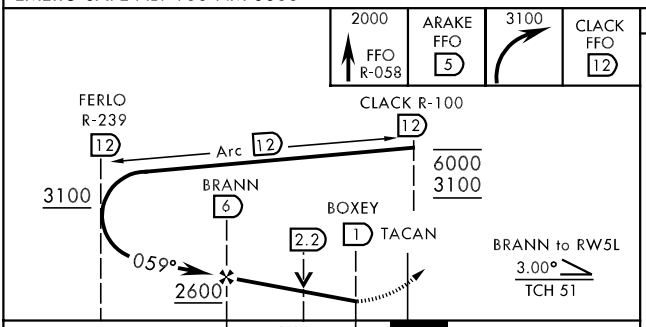
† MISSED APPROACH: Climb to 2000 via FFO R-058 to 5 DME, turn right direct CLACK climbing to 3100 and hold.

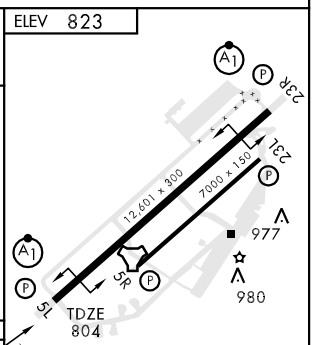
ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8

† Missed Approach requires use of RNAV or ATC radar monitoring.



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-5L	1460/24 656 (700-½)		1460-1⅜ 656 (700-1⅜)		
CIRCLING ∗	1480-1 657 (700-1)		1480-1⅞ 657 (700-1⅞)	1500-2¼ 677 (700-2¼)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

39° 50′N-84° 03′W

TACAN RWY 5L

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EC-2, 21 OCT 2010 to 18 NOV 2010

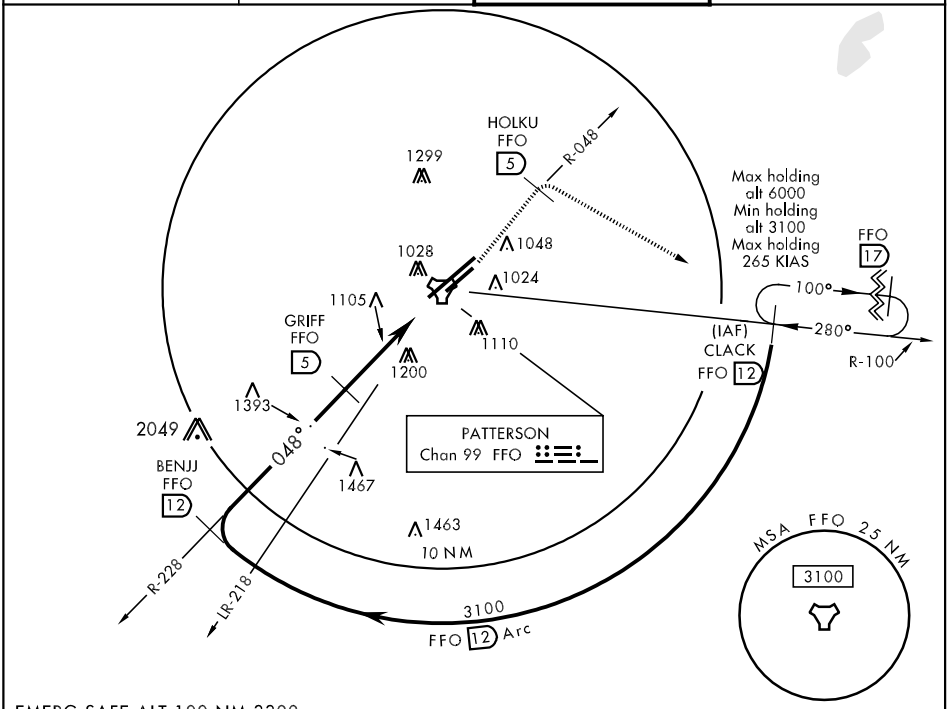
TACAN	APCH CRS	Rwy Idg	7000
FFO Chan 99	048°	TDZE	812
		Arpt Elev	823

AL-108 [USAF]

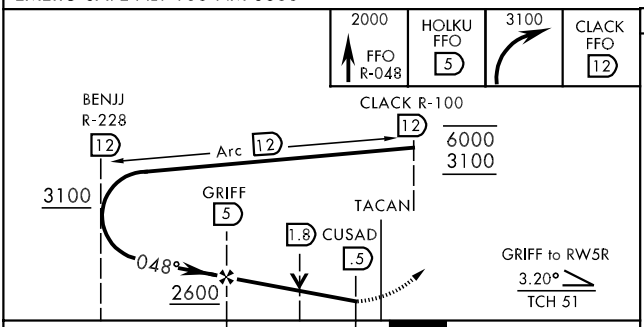
WRIGHT-PATTERSON AFB (KFFO)

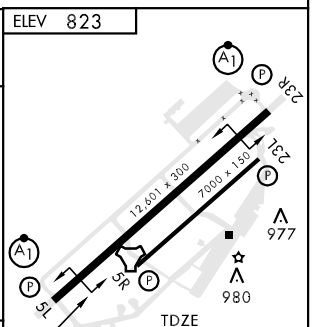
MISSED APPROACH: Climb to 2000 via FFO R-048 to HOLKU, turn right direct CLACK climbing to 3100 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-5R	1480-1	668 (700-1)	1480-1¾ 668 (700-1¾)	1480-2 668 (700-2)	1480-2¼ 668(700-2¼)
CIRCLING	1480-1	657 (700-1)	1480-1¾ 657 (700-1¾)	1480-2 657 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

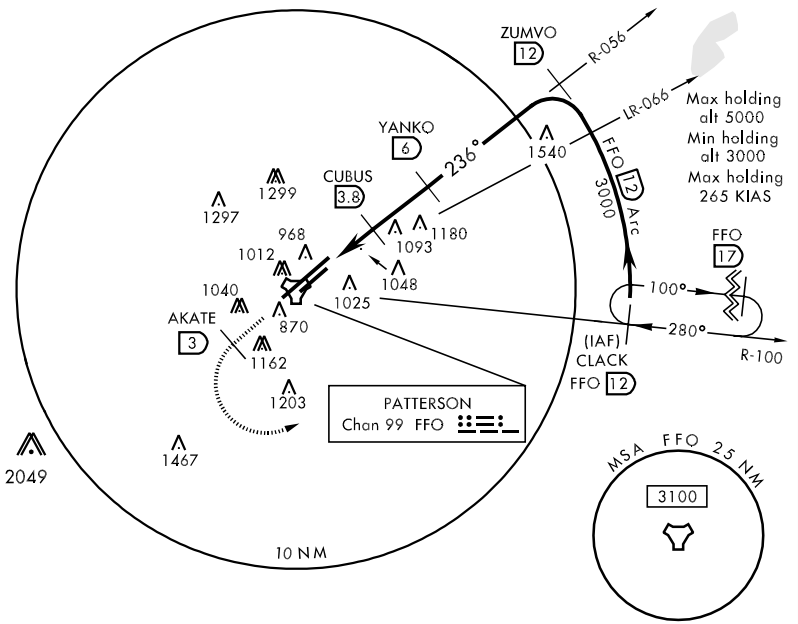
TACAN	APCH CRS	Rwy ldg	7000
FFO Chan 99	236°	TDZE	818
		Arpt Elev	823

AL-108 [USAF]

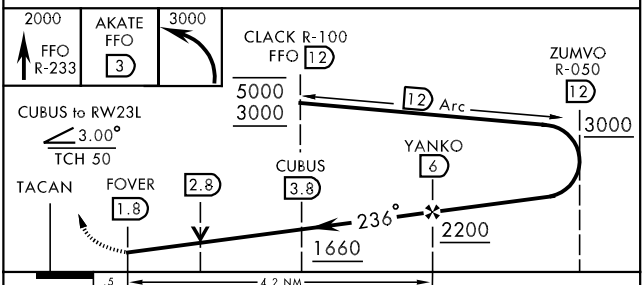
WRIGHT-PATTERSON AFB (KFFO)

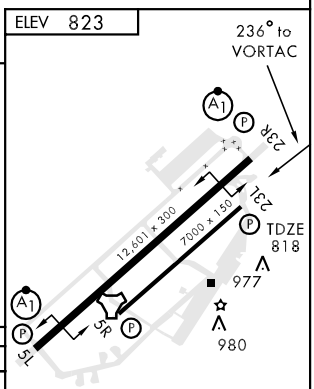
MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-23L	1340-1 522 (600-1)		1340-1½ 522 (600-1½)	1340-1¾ 522 (500-1¾)	
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 23R

TACAN	APCH CRS	Rwy Idg	12,601
FFO	230°	TDZE	823
Chan 99		Arpt Elev	823

AL-108 [USAF]

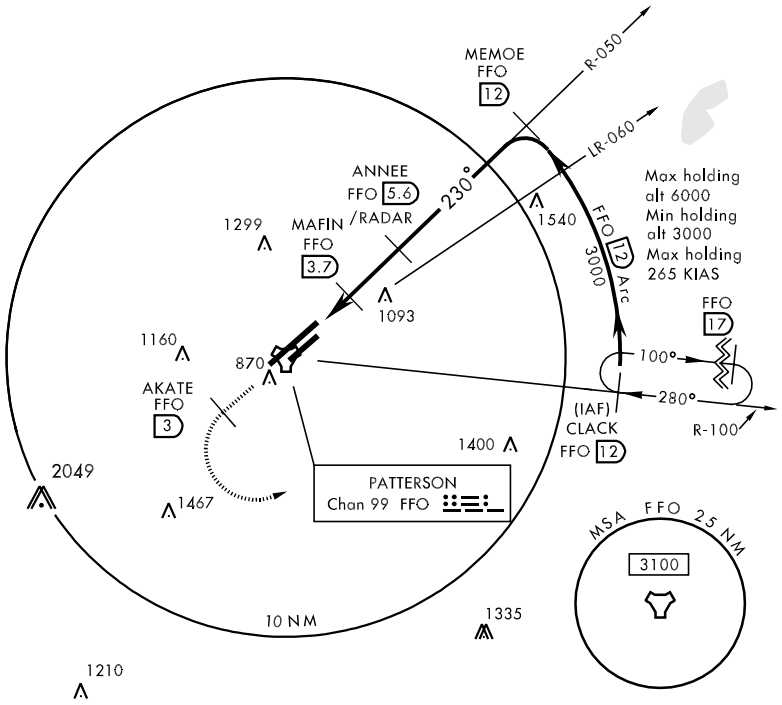
WRIGHT-PATTERSON AFB (KFFO)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.

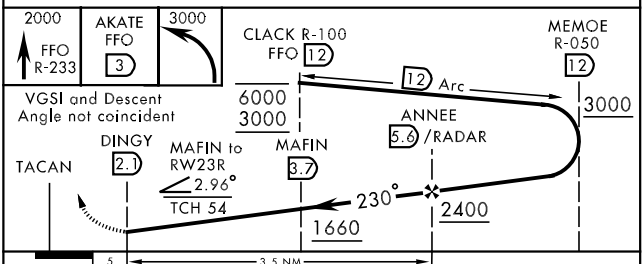
ALSF-1

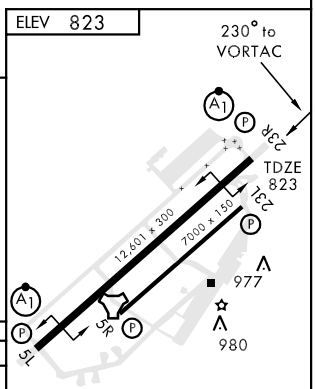
MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

ATIS	DAYTON APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-23R *	1320/24 497 (500-½)		1320/40 497 (500-¾)	1320/50 497 (500-1)	1320/60 497(500-1¼)
CIRCLING	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

DAYTON N40°00.99′ W84°23.81′ NOTAM FILE DAY. DETROIT
(L) VOR/DME 114.5 DQN Chan 92 131° 10.7 NM to James M. Cox Dayton Intl. 990/1W. **HIWAS.** DME unusable byd 35 NM blo 2900′. H–10G, L–27E
RCO 122.1R 114.5T 122.2 122.55 (DAYTON RADIO)

DAYTON

DAHIO TROTWOOD (I44) 7 W UTC−5(−4DT) N39°45.95′ W84°20.60′ CINCINNATI
925 B S5 NOTAM FILE DAY
RWY 04–22: H2900X52 (ASPH) S–5
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Attended irregularly. Ultralights on and invof arpt. PAEW N end ramp and N end Twy A Mon–Fri. Arpt bcn OTS indef.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.8
DAYTON APP/DEP CON 126.5 (091°–180°)

DAYTON TRANSPORTATION CENTER HELIPORT (5D7) 0 N UTC−5(−4DT) CINCINNATI
N39°45.50′ W84°11.50′
800 B NOTAM FILE DAY
HELIPAD H1: H40X40 (CONC)
HELIPORT REMARKS: Unattended. 40′ x 40′ conc pad within 80′ x 60′ ldg/tkf area. Maximum ldg weight 4500 lbs. For perimeter lgts and rotating bcn call superintendent of acft ops at 937–454–8299. 24 hrs advance notice for use req. Helipad H1 perimeter lgts.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF 122.9

DAYTON–WRIGHT BROTHERS (MGY) 10 S UTC−5(−4DT) N39°35.34′ W84°13.49′ CINCINNATI
957 B S4 **FUEL** 100LL, JET A OX 1 TPA—1957(1000) NOTAM FILE MGY H–10G, L–27E
RWY 02–20: H5000X100 (ASPH–GRVD) S–50, D–60 MIRL 0.4% up N IAP
RWY 02: PAPI(P2L)—GA 3.0°. Trees. **RWY 20:** MALS. VASI(V4L)—GA 3.0° TCH 41′. Thld dsplcd 590′. Road.
AIRPORT REMARKS: Attended 1300–0200Z‡. Birds and deer on and invof arpt. ACTIVATE MIRL RWY 02–20; MALS Rwy 20—CTAF. PAPI Rwy 02 and VASI Rwy 20 ops 24 hrs.
WEATHER DATA SOURCES: ASOS 118.375 (937) 885–2171. **HIWAS** 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **APP CON** 126.5 (091°–180°) 118.85 127.225 Ⓡ**DEP CON** 126.5 (091°–180°) **CLNC DEL** 119.4 (937) 454–7282
RADIO AIDS TO NAVIGATIONS: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 300° 21.9 NM to fld 1050/4W.
ONIDA NDB (LOM) 223 MW N39°34.69′ W84°19.42′ 086°4.6 NM to fld. NOTAM FILE MGY. Unmonitored.
ILS/DME 109.5 I–MGY Chan 32 Rwy 20 LOC only. LOC unusable inside 1.2 NM.

GREENE CO–LEWIS A. JACKSON RGNL (I19) 10 E UTC−5(−4DT) N39°41.46′ W83°59.52′ CINCINNATI
949 B S4 **FUEL** 100LL, JET A+ NOTAM FILE DAY L–27E
RWY 07–25: H4500X75 (ASPH) S–30 LIRL 0.7% up E IAP
RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 34′. Trees. **RWY 25:** REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡; Nov–Mar 1300–2200Z‡. Unattended Christmas, New Years and Thanksgiving Days. Fuel available 24 hrs with credit card. Deer on and invof arpt. PAEW adjacent Rwy 07 SR–SS. REIL Rwy 25 OTS indef. ACTIVATE MIRL Rwy 07–25 PAPI Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (937) 372–4668. **HIWAS** 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°)
GCO 121.725 (DAYTON CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 335° 18 NM to fld. 1050/4W. Unmonitored when twr clsd.

WAAS	APP CRS	Rwy Idg 4500
CH 97702	068°	TDZE 936
W07A		Apt Elev 946

RNAV (GPS) RWY 7

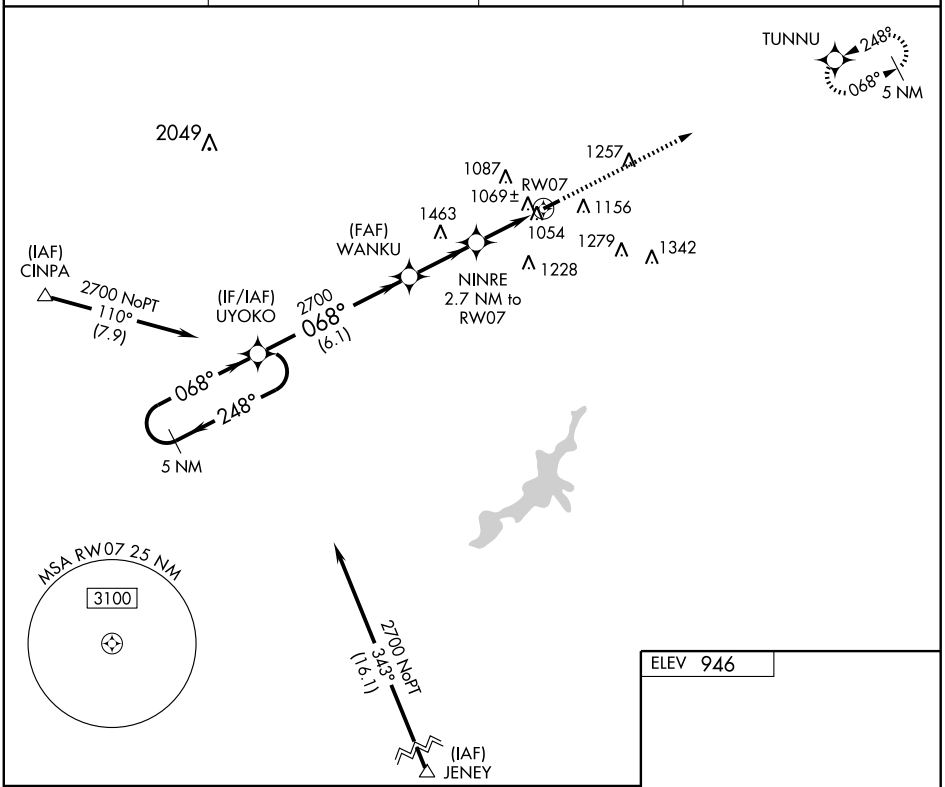
DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

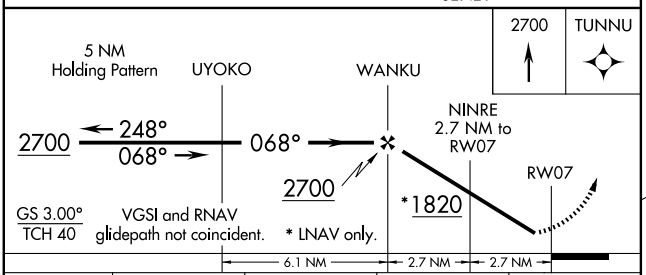
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA.

NA

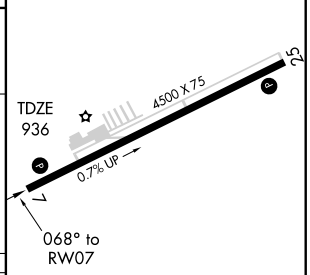
MISSED APPROACH: Climb to 2700 direct TUNNU and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.525	118.85 327.1	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1236-1¼ 300 (300-1¼)			NA
LNAV MDA	1320-1 384 (400-1)			NA
CIRCLING	1460-1 514 (600-1)		1460-1½ 514 (600-1½)	NA



LIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4500
CH 56602	248°	TDZE 946
W25A		Apt Elev 946

RNAV (GPS) RWY 25

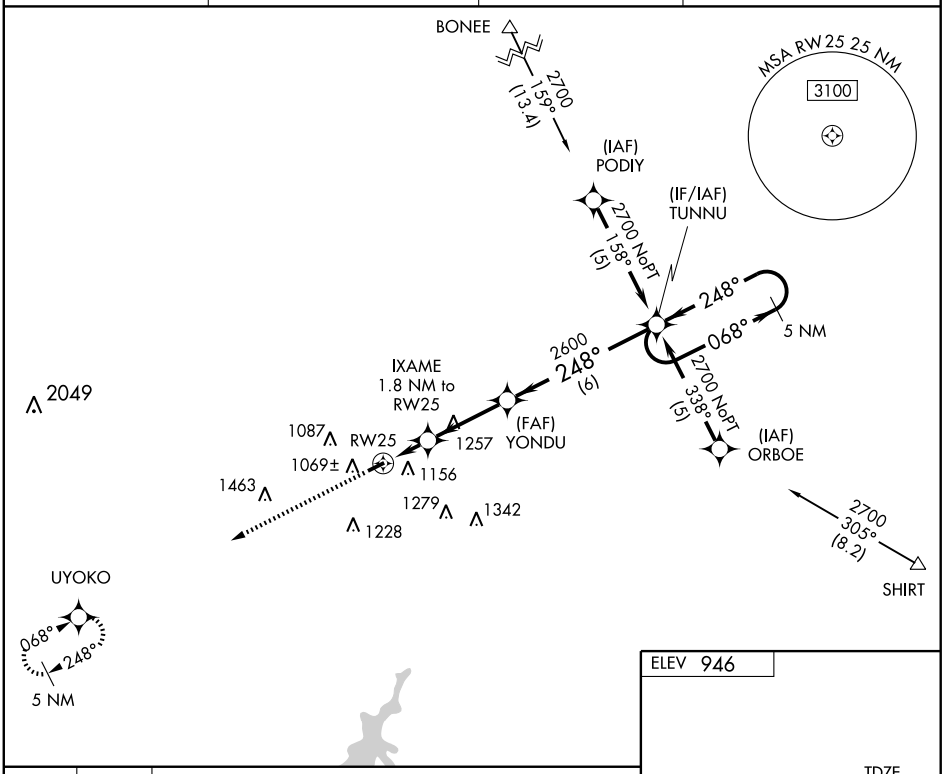
DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

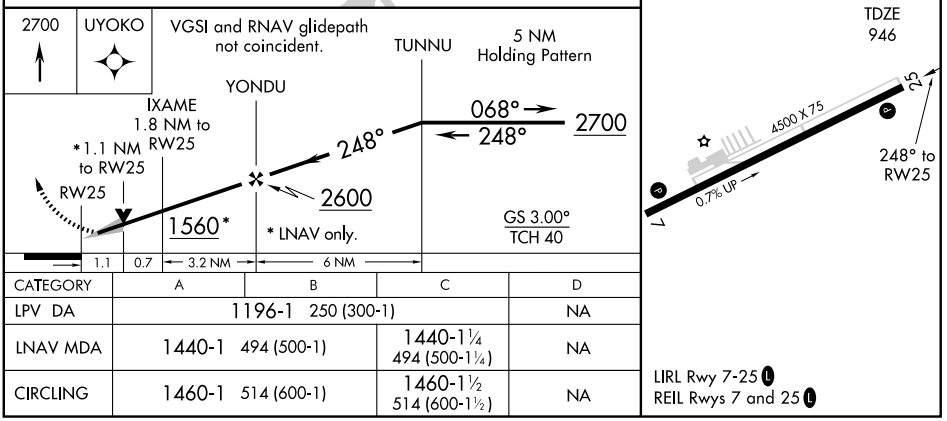
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Dayton-Wright Brothers altimeter setting.

NA

MISSED APPROACH: Climb to 2700 direct UYOKO and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.525	118.85 327.1	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1196-1 250 (300-1)			NA
LNAV MDA	1440-1 494 (500-1)		1440-1¼ 494 (500-1¼)	NA
CIRCLING	1460-1 514 (600-1)		1460-1½ 514 (600-1½)	NA

LIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SGH	APP CRS	Rwy Idg	N/A
113.2	042°	TDZE	N/A
Chan 79		Apt Elev	949

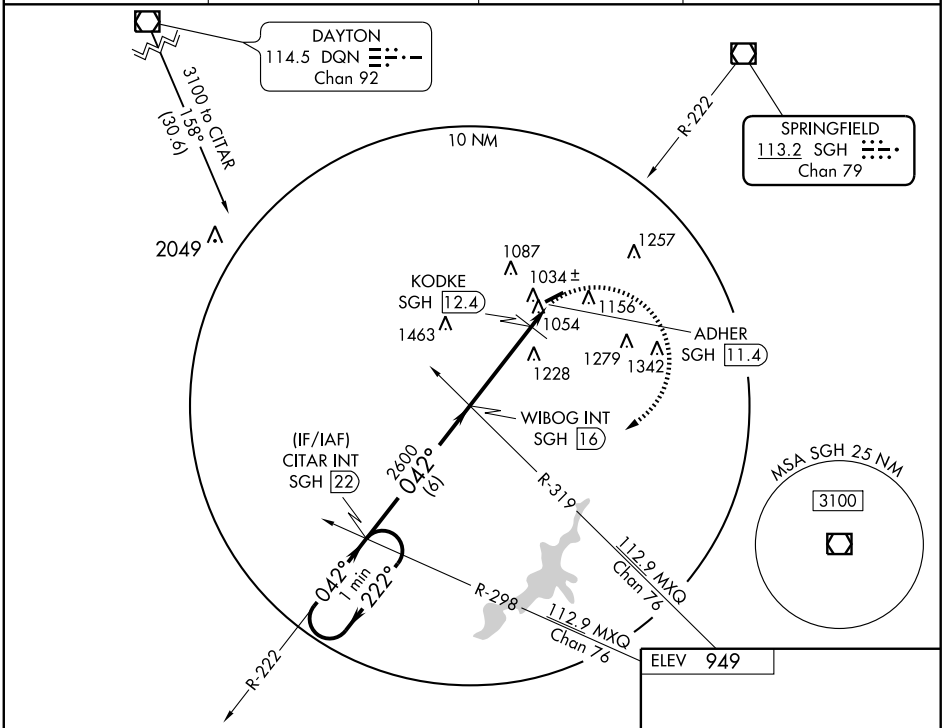
VOR-A

DAYTON / GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)

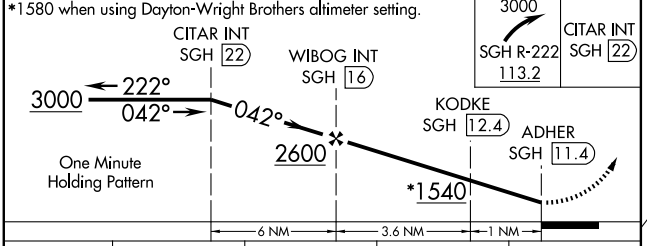
T NA When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all MDA 40 feet and Cat C visibility ¼ mile.

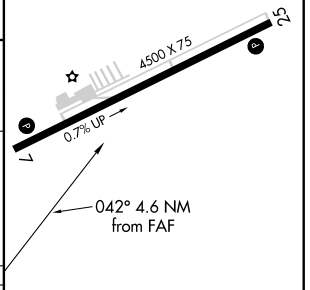
MISSED APPROACH: Climbing right turn to 3000 via SGH VOR/DME R-222 to CITAR Int/SGH 22 DME and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.525	118.85 327.1	121.725	122.7 (CTAF) L



*1580 when using Dayton-Wright Brothers altimeter setting.





CATEGORY	A	B	C	D
CIRCLING	1540-1	591 (600-1)	1540-1½ 591 (600-1½)	NA
KODKE FIX MINIMUMS				
CIRCLING	1460-1	511 (600-1)	1460-1½ 511 (600-1½)	NA

LIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

DAYTON N40°00.99′ W84°23.81′ NOTAM FILE DAY. DETROIT
(L) VOR/DME 114.5 DQN Chan 92 131° 10.7 NM to James M. Cox Dayton Intl. 990/1W. **HIWAS.** DME unusable byd 35 NM blo 2900′. H–10G, L–27E
RCO 122.1R 114.5T 122.2 122.55 (DAYTON RADIO)

DAYTON

DAHIO TROTWOOD (I44) 7 W UTC−5(−4DT) N39°45.95′ W84°20.60′ CINCINNATI
925 B S5 NOTAM FILE DAY
RWY 04–22: H2900X52 (ASPH) S–5
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Attended irregularly. Ultralights on and invof arpt. PAEW N end ramp and N end Twy A Mon–Fri. Arpt bcn OTS indef.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.8
DAYTON APP/DEP CON 126.5 (091°–180°)

DAYTON TRANSPORTATION CENTER HELIPORT (5D7) 0 N UTC−5(−4DT) CINCINNATI
N39°45.50′ W84°11.50′
800 B NOTAM FILE DAY
HELIPAD H1: H40X40 (CONC)
HELIPORT REMARKS: Unattended. 40′ x 40′ conc pad within 80′ x 60′ ldg/tkf area. Maximum ldg weight 4500 lbs. For perimeter lgts and rotating bcn call superintendent of acft ops at 937–454–8299. 24 hrs advance notice for use req. Helipad H1 perimeter lgts.
WEATHER DATA SOURCES: HIWAS 114.5 DQN.
COMMUNICATIONS: CTAF 122.9

DAYTON–WRIGHT BROTHERS (MGY) 10 S UTC−5(−4DT) N39°35.34′ W84°13.49′ CINCINNATI
957 B S4 **FUEL** 100LL, JET A OX 1 TPA—1957(1000) NOTAM FILE MGY H–10G, L–27E
RWY 02–20: H5000X100 (ASPH–GRVD) S–50, D–60 MIRL 0.4% up N IAP
RWY 02: PAPI(P2L)—GA 3.0°. Trees. **RWY 20:** MALS. VASI(V4L)—GA 3.0° TCH 41′. Thld dsplcd 590′. Road.
AIRPORT REMARKS: Attended 1300–0200Z‡. Birds and deer on and invof arpt. ACTIVATE MIRL RWY 02–20; MALS Rwy 20—CTAF. PAPI Rwy 02 and VASI Rwy 20 ops 24 hrs.
WEATHER DATA SOURCES: ASOS 118.375 (937) 885–2171. **HIWAS** 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **APP CON** 126.5 (091°–180°) 118.85 127.225 Ⓡ**DEP CON** 126.5 (091°–180°) **CLNC DEL** 119.4 (937) 454–7282
RADIO AIDS TO NAVIGATIONS: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 300° 21.9 NM to fld 1050/4W.
ONIDA NDB (LOM) 223 MW N39°34.69′ W84°19.42′ 086°4.6 NM to fld. NOTAM FILE MGY. Unmonitored.
ILS/DME 109.5 I–MGY Chan 32 Rwy 20 LOC only. LOC unusable inside 1.2 NM.

GREENE CO–LEWIS A. JACKSON RGNL (I19) 10 E UTC−5(−4DT) N39°41.46′ W83°59.52′ CINCINNATI
949 B S4 **FUEL** 100LL, JET A+ NOTAM FILE DAY L–27E
RWY 07–25: H4500X75 (ASPH) S–30 LIRL 0.7% up E IAP
RWY 07: REIL. PAPI(P2L)—GA 4.0° TCH 34′. Trees. **RWY 25:** REIL. PAPI(P2L). Trees.
AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡; Nov–Mar 1300–2200Z‡. Unattended Christmas, New Years and Thanksgiving Days. Fuel available 24 hrs with credit card. Deer on and invof arpt. PAEW adjacent Rwy 07 SR–SS. REIL Rwy 25 OTS indef. ACTIVATE MIRL Rwy 07–25 PAPI Rwy 25 and REIL Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (937) 372–4668. **HIWAS** 114.5 DQN.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°)
GCO 121.725 (DAYTON CLNC)
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 335° 18 NM to fld. 1050/4W. Unmonitored when twr clsd.

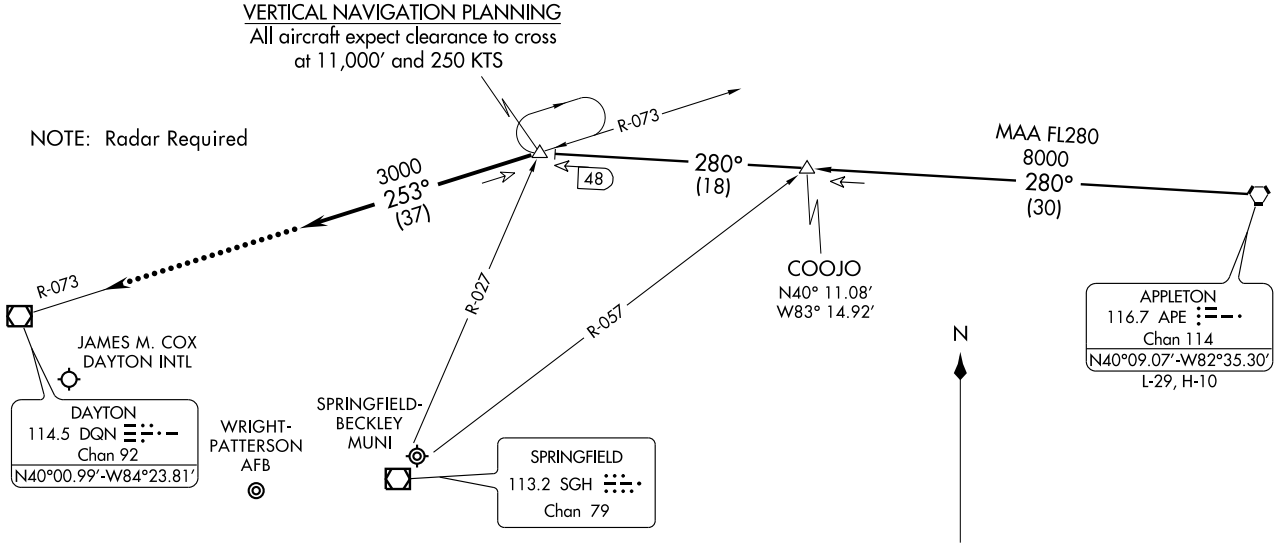
DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

DAYTON APP CON
134.45 352.05 (181-359)
JAMES M COX ATIS 125.8

DANEI
N40°12.16'-W83°38.36'

VERTICAL NAVIGATION PLANNING
All aircraft expect clearance to cross at 11,000' and 250 KTS

NOTE: Radar Required



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

ST-107 (FAA)

DAYTON, OHIO

DAYTON, OHIO

LOC/DME I-MGY	APP CRS	Rwy Idg	4410
109.5	206°	TDZE	955
Chan 32		Apt Elev	957

LOC/DME RWY 20

DAYTON-WRIGHT BROTHERS (MGY)

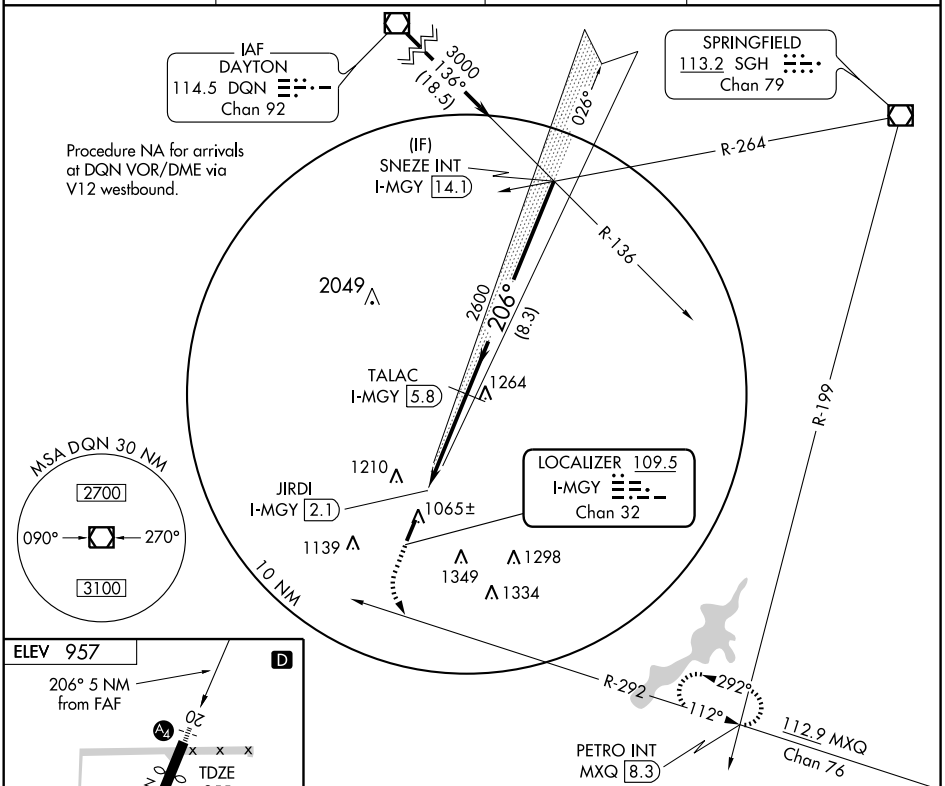
Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet.

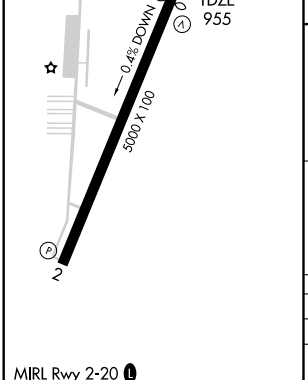
NA

MALSF

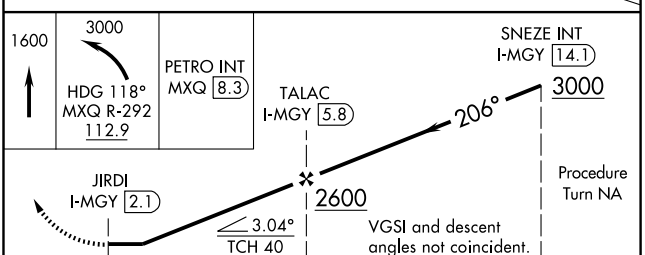
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 118° and MXQ VOR/DME R-292 to PETRO Int/MXQ 8.3 DME and hold.

ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF) L





MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
S-20	1320-1½ 365 (400-1½)			
CIRCLING	1480-1½ 523 (600-1½)		1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM MW	APP CRS	Rwy Idg	N/A
223	085°	TDZE	N/A
		Apt Elev	957

NDB-A

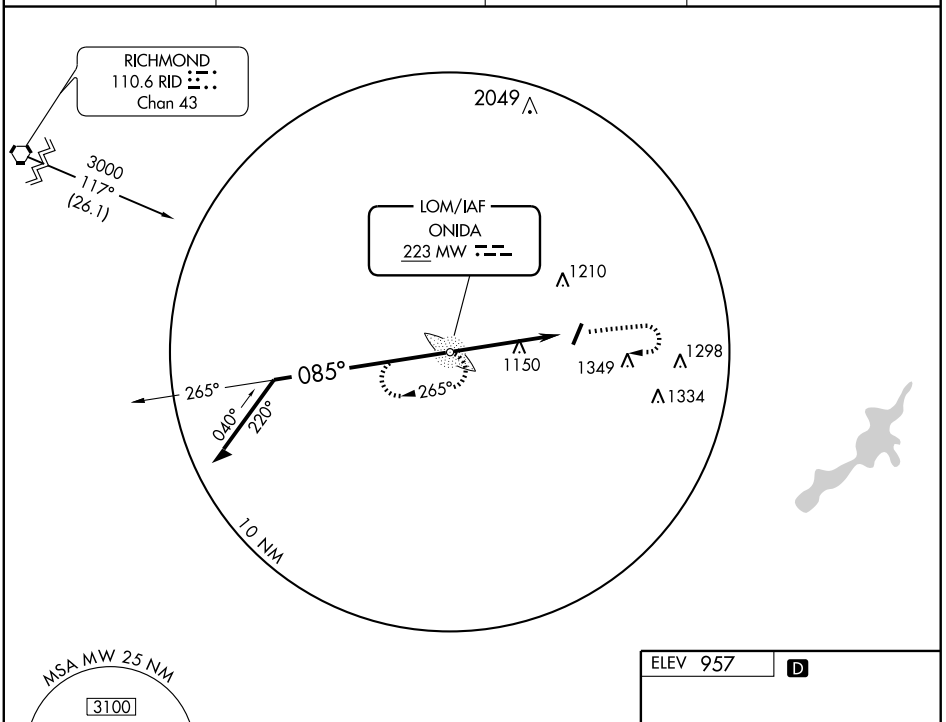
DAYTON-WRIGHT BROTHERS (MGY)

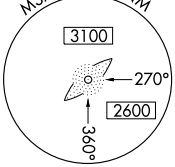
If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet.

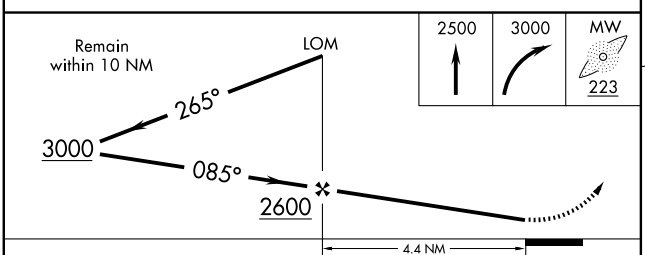
NA

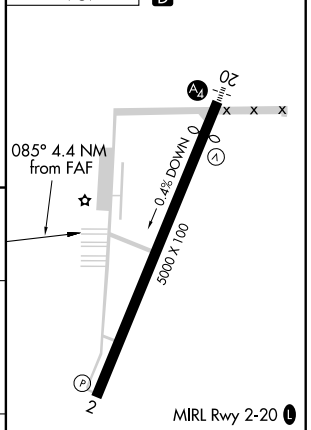
MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct MW LOM and hold.

ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	1480-1	523 (600-1)	1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 45801	026°	TDZE	949
W02A		Apt Elev	957

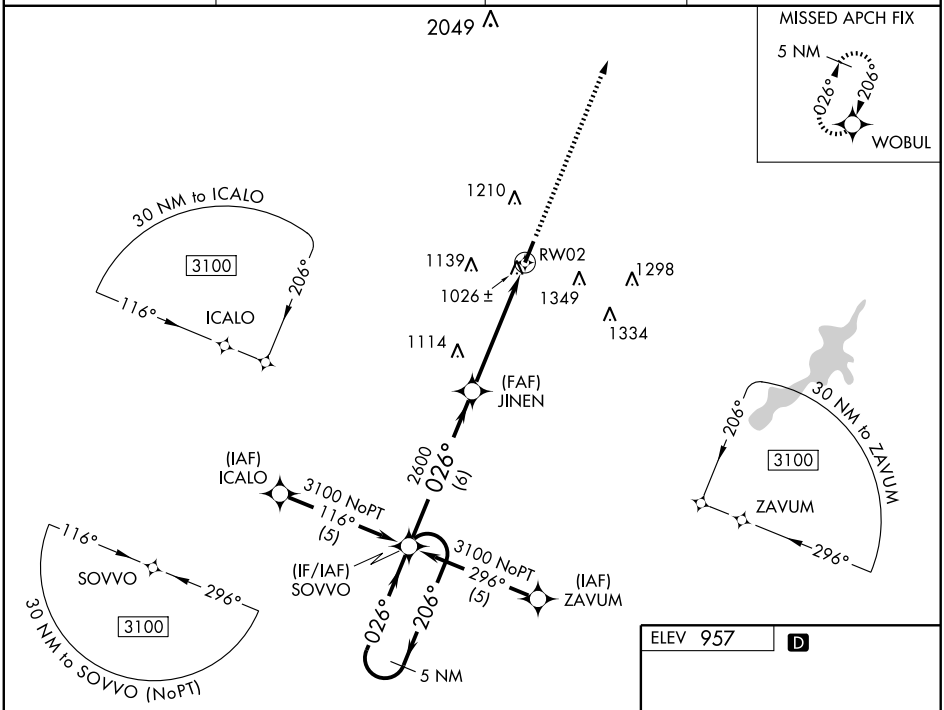
RNAV (GPS) RWY 2

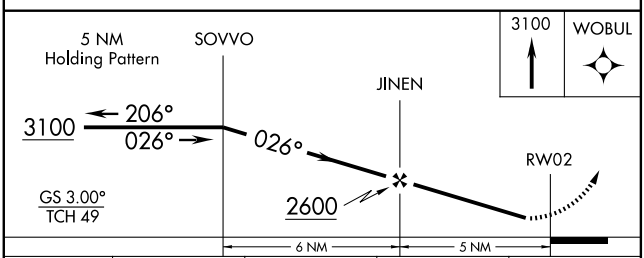
DAYTON-WRIGHT BROTHERS (MGY)

Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction for helicopters NA. If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DAs/MDAs 60 feet.

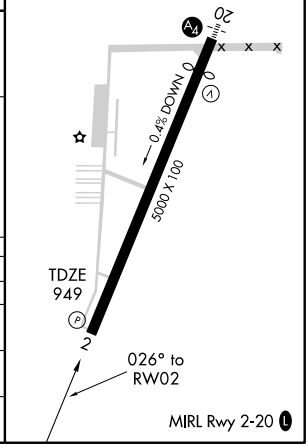
MISSED APPROACH: Climb to 3100 direct WOBUL and hold.

ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1214-1 265 (300-1)			
LNAV/VNAV DA	1299-1¼ 350 (400-1¼)			
LNAV MDA	1420-1 471 (500-1)		1420-1¼ 471 (500-1¼)	1420-1½ 471 (500-1½)
CIRCLING	1480-1¼ 523 (600-1¼)		1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4410
CH 93601	206°	TDZE	955
W20A		Apt Elev	957

RNAV (GPS) RWY 20

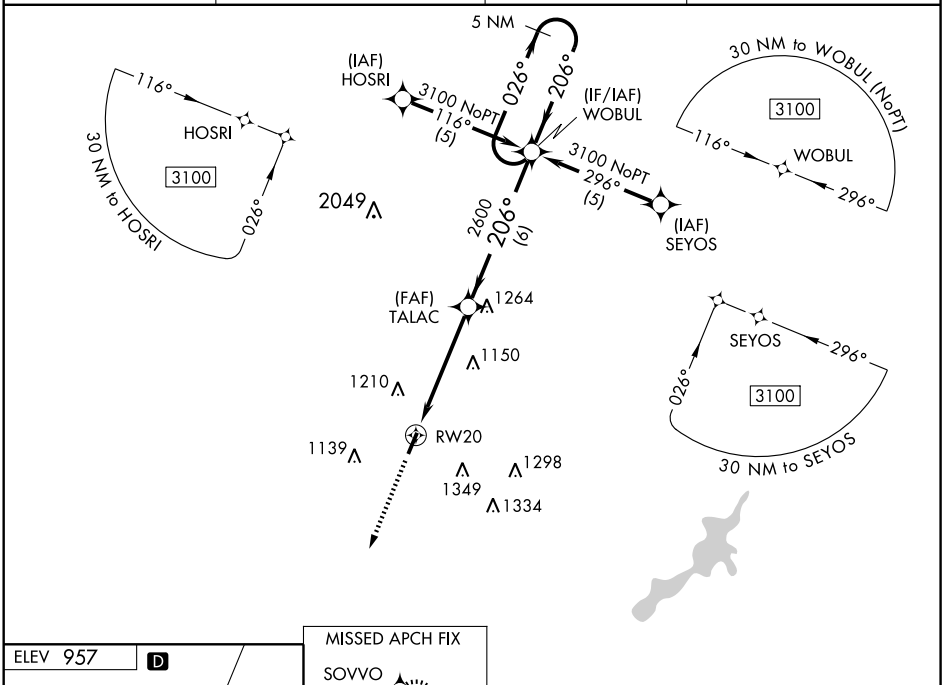
DAYTON-WRIGHT BROTHERS (MGY)

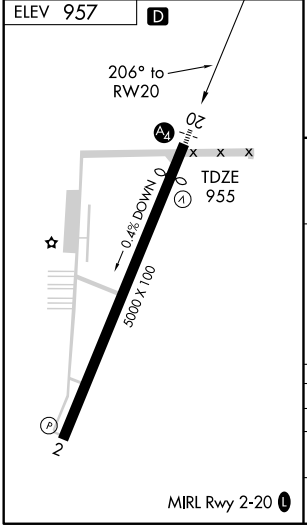
DME/DME RNP-0.3 NA. Inoperative table does not apply. If local altimeter setting not received, use James M Cox Dayton Intl and increase all DAs/MDAs 60 feet. Visibility reduction for helicopters NA. VDP NA when using James M Cox Dayton Intl altimeter setting.

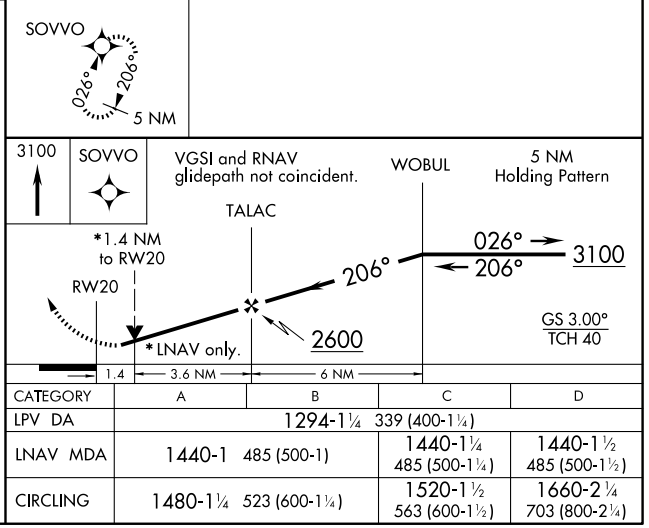
MALS

MISSED APPROACH: Climb to 3100 direct SOVVO and hold.

ASOS	DAYTON APP CON	CLNC DEL	UNICOM
118.375	118.85 127.225 327.1	119.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1294-1¼ 339 (400-1¼)			
LNAV MDA	1440-1 485 (500-1)		1440-1¼ 485 (500-1¼)	1440-1½ 485 (500-1½)
CIRCLING	1480-1¼ 523 (600-1¼)		1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

DEFIANCE MEM (DFI) 4 NW UTC−5(−4DT) N41°20.25′ W84°25.73′ **DETROIT**
707 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE DFI **L–28J**
RWY 12–30: H4197X72 (ASPH) MIRL **IAP**
RWY 12: REIL. PAPI(P4L). Trees. **RWY 30:** REIL. VASI(NSTD). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat 1300–2200Z‡, Sun 1700–2200Z‡. Deer on and invof arpt. Rwy 30 single box VASI left side of rwy. Rwy 12–30 parallel twy rstd to 5,000 lbs max gross weight. MIRL Rwy 12–30 preset low ints; to increase ints and ACTIVATE REILS Rwy 02 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (419) 658–2301.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 261° 36.3 NM to fld. 660/2W.
NDB (MHW) 246 DFI N41°20.07′ W84°25.61′ at fld. NOTAM FILE DFI.

DELAWARE MUNI (DLZ) 3 SW UTC−5(−4DT) N40°16.78′ W83°06.89′ **DETROIT**
945 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **H–10G, L–29A**
RWY 10–28: H5000X100 (ASPH) S–30, D–55 MIRL **IAP**
RWY 10: REIL. PAPI(P4L)—GA 3.0°. Hill. **RWY 28:** REIL. PAPI(P4L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof arpt. Ultralight tfc remain S of Rwy 10–28 at 400′ AGL. Rwy 28 PAPI OTS indef. REIL Rwy 10 OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (740) 362–4416.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **COLUMBUS APP/DEP CON** 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 294° 25.4 NM to fld. 1350/6W. **HIWAS.**
NDB (MHW) 215 DLZ N40°16.61′ W83°06.22′ at fld.

DEPARTMENT OF TRANSPORTATION HELIPORT (See COLUMBUS)

DESHLER MUNI LANDING STRIP (6D7) 2 NE UTC−5(−4DT) N41°12.95′ W83°52.46′ **DETROIT**
706 NOTAM FILE CLE
RWY 09–27: 2480X70 (TURF)
RWY 09: Thld dsplcd 740′. Trees. **RWY 27:** Trees.
RWY 05–23: 1725X60 (TURF)
RWY 05: Thld dsplcd 410′. Bldg. **RWY 23:** Thld dsplcd 90′. Fence.
AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. Rwy 05–23 dsplcd thlds marked with yellow cones. Rwy 09 dsplcd thld marked with cones.
COMMUNICATIONS: CTAF 122.9

DON SCOTT N40°04.82′ W83°04.73′ NOTAM FILE OSU. **DETROIT**
NDB (MHW) 348 DKG at Ohio State University. Unmonitored when twr clsd. SHUTDOWN. **L–29A**

DRYER N41°21.48′ W82°09.72′ NOTAM FILE CLE. **DETROIT**
(H) VOR/DME 113.6 DJB Chan 83 226° 1.1 NM to Lorain Co Rgnl. 780/5W. **HIWAS.** **H–10G, L–30G**
VOR unusable 225°–245° byd 20 NM blo 3500′.
RCO 122.1R 113.6T (CLEVELAND RADIO)

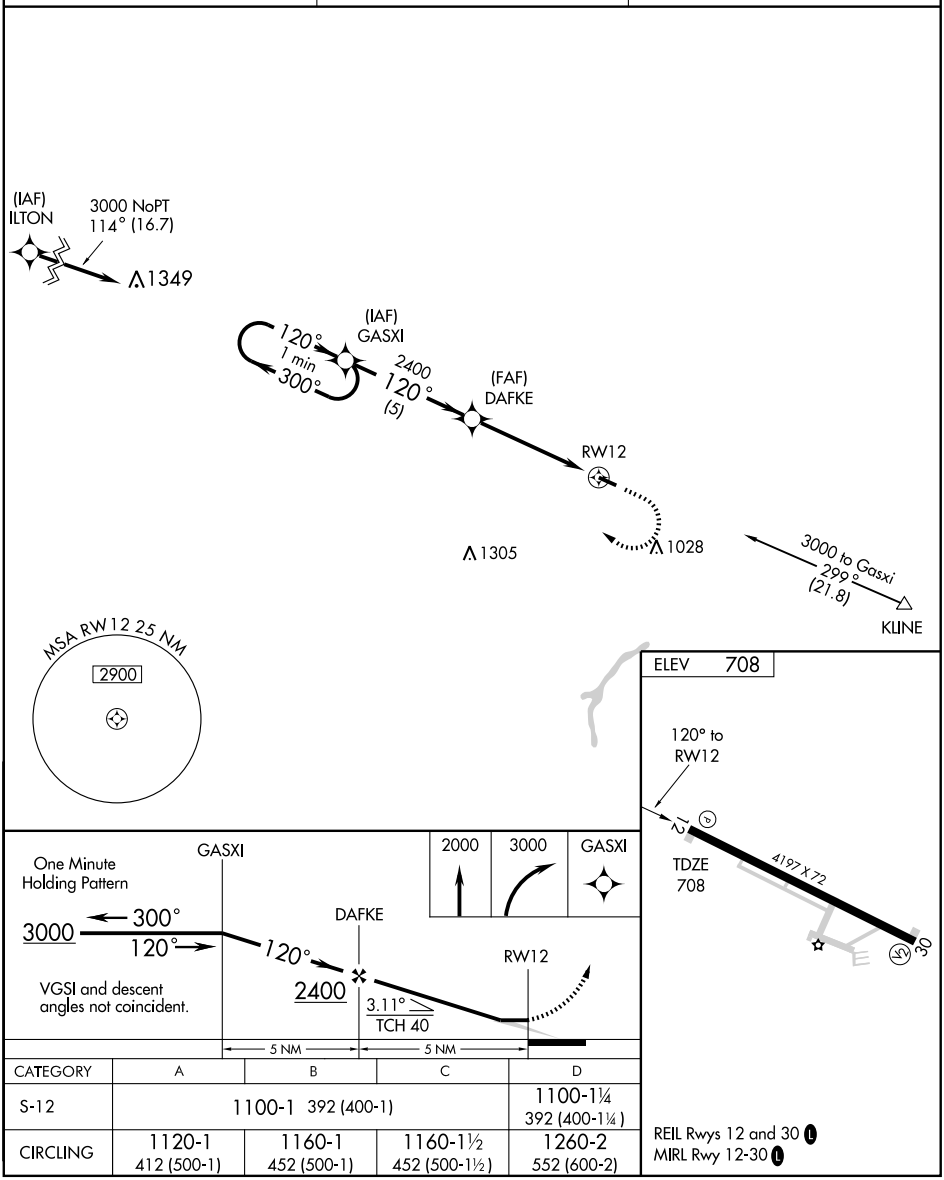
APP CRS		
120°	Rwy Idg	4197
	TDZE	708
	Apt Elev	708

GPS RWY 12
DEFIANCE MEMORIAL (DFI)

NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GASXI WP and hold.

ASOS	TOLEDO APP CON	UNICOM
121.425	134.35 307.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-12	1100-1 392 (400-1)			1100-1¼ 392 (400-1¼)
CIRCLING	1120-1 412 (500-1)	1160-1 452 (500-1)	1160-1½ 452 (500-1½)	1260-2 552 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

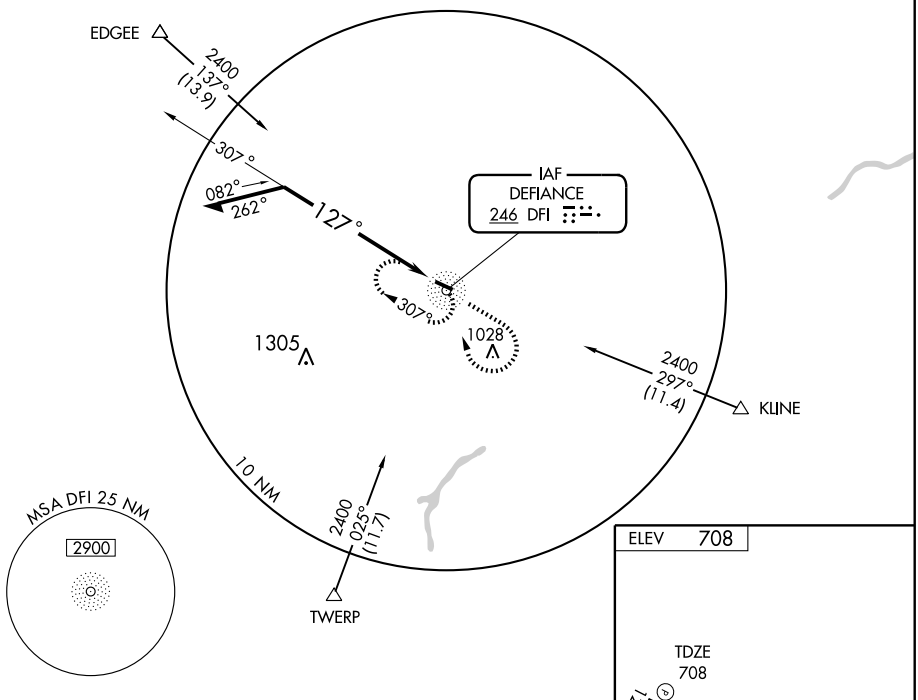
EC-2, 21 OCT 2010 to 18 NOV 2010

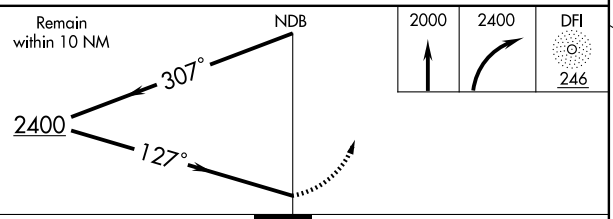
NDB DFI 246	APP CRS 127°	Rwy Idg 4197 TDZE 708 Apt Elev 708

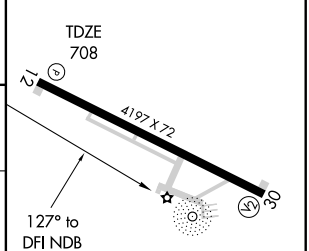
NDB RWY 12
DEFIANCE MEMORIAL (DFI)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct DFI NDB and hold.

ASOS	TOLEDO APP CON	UNICOM
121.425	134.35 307.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-12	1240-1	532 (600-1)	1240-1½ 532 (600-1½)	1240-1¾ 532 (600-1¾)
CIRCLING	1240-1	532 (600-1)	1240-1½ 532 (600-1½)	1260-2 552 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

DEFIANCE MEM (DFI) 4 NW UTC−5(−4DT) N41°20.25′ W84°25.73′ **DETROIT**
707 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE DFI **L–28J**
RWY 12–30: H4197X72 (ASPH) MIRL **IAP**
RWY 12: REIL. PAPI(P4L). Trees. **RWY 30:** REIL. VASI(NSTD). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat 1300–2200Z‡, Sun 1700–2200Z‡. Deer on and invof arpt. Rwy 30 single box VASI left side of rwy. Rwy 12–30 parallel twy rstd to 5,000 lbs max gross weight. MIRL Rwy 12–30 preset low ints; to increase ints and ACTIVATE REILS Rwy 02 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (419) 658–2301.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 261° 36.3 NM to fld. 660/2W.
NDB (MHW) 246 DFI N41°20.07′ W84°25.61′ at fld. NOTAM FILE DFI.

DELAWARE MUNI (DLZ) 3 SW UTC−5(−4DT) N40°16.78′ W83°06.89′ **DETROIT**
945 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **H–10G, L–29A**
RWY 10–28: H5000X100 (ASPH) S–30, D–55 MIRL **IAP**
RWY 10: REIL. PAPI(P4L)—GA 3.0°. Hill. **RWY 28:** REIL. PAPI(P4L)—GA 3.0°. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Deer on and invof arpt. Ultralight tfc remain S of Rwy 10–28 at 400′ AGL. Rwy 28 PAPI OTS indef. REIL Rwy 10 OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (740) 362–4416.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **COLUMBUS APP/DEP CON** 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 294° 25.4 NM to fld. 1350/6W. **HIWAS.**
NDB (MHW) 215 DLZ N40°16.61′ W83°06.22′ at fld.

DEPARTMENT OF TRANSPORTATION HELIPORT (See COLUMBUS)

DESHLER MUNI LANDING STRIP (6D7) 2 NE UTC−5(−4DT) N41°12.95′ W83°52.46′ **DETROIT**
706 NOTAM FILE CLE
RWY 09–27: 2480X70 (TURF)
RWY 09: Thld dsplcd 740′. Trees. **RWY 27:** Trees.
RWY 05–23: 1725X60 (TURF)
RWY 05: Thld dsplcd 410′. Bldg. **RWY 23:** Thld dsplcd 90′. Fence.
AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. Rwy 05–23 dsplcd thlds marked with yellow cones. Rwy 09 dsplcd thld marked with cones.
COMMUNICATIONS: CTAF 122.9

DON SCOTT N40°04.82′ W83°04.73′ NOTAM FILE OSU. **DETROIT**
NDB (MHW) 348 DKG at Ohio State University. Unmonitored when twr clsd. SHUTDOWN. **L–29A**

DRYER N41°21.48′ W82°09.72′ NOTAM FILE CLE. **DETROIT**
(H) VOR/DME 113.6 DJB Chan 83 226° 1.1 NM to Lorain Co Rgnl. 780/5W. **HIWAS.** **H–10G, L–30G**
VOR unusable 225°–245° byd 20 NM blo 3500′.
RCO 122.1R 113.6T (CLEVELAND RADIO)

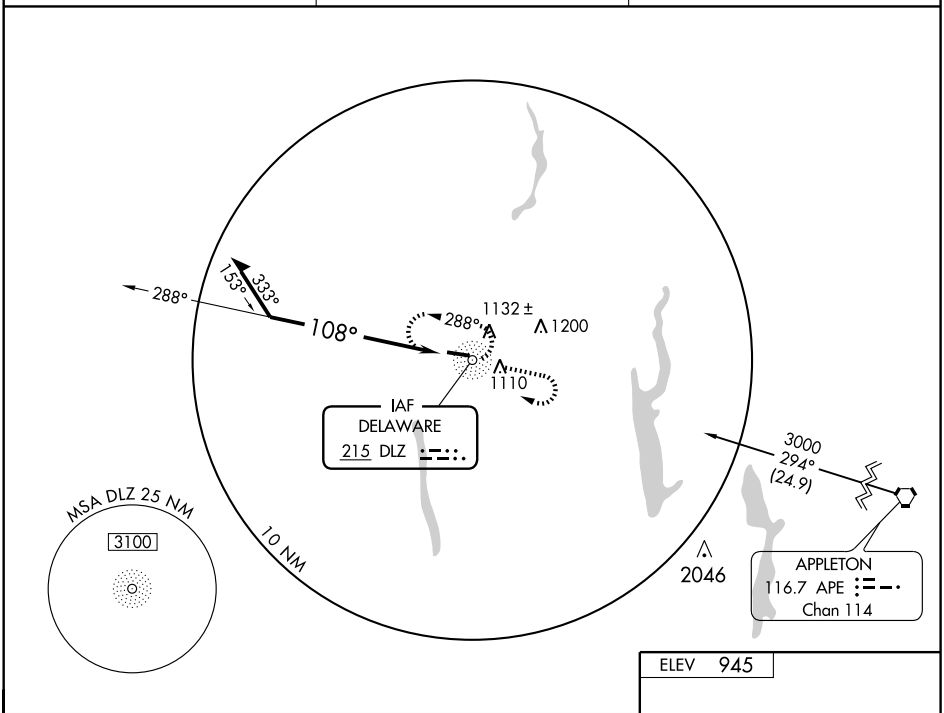
NDB DLZ 215	APP CRS 108°	Rwy Idg 5000 TDZE 945 Apt Elev 945

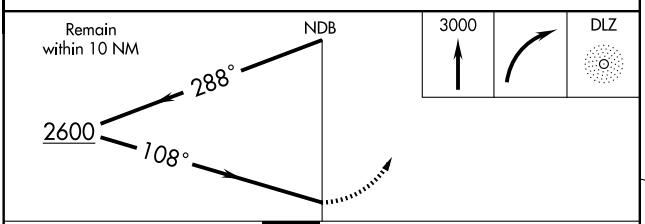
NDB RWY 10
DELAWARE MUNI (DLZ)

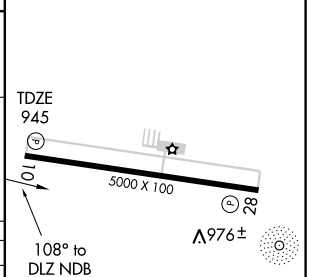
Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct DLZ NDB and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.025	120.2 317.775	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-10	1600-1	655 (700-1)	1600-1¾ 655 (700-1¾)	1600-2 655 (700-2)
CIRCLING	1600-1	655 (700-1)	1600-1¾ 655 (700-1¾)	1600-2 655 (700-2)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-10	1680-1	735 (800-1)	1680-2 735 (800-2)	1680-2¼ 735 (800-2¼)
CIRCLING	1680-1	735 (800-1)	1680-2 735 (800-2)	1680-2¼ 735 (800-2¼)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90506 W10A	APP CRS 104°	Rwy Idg 5000 TDZE 945 Apt Elev 945

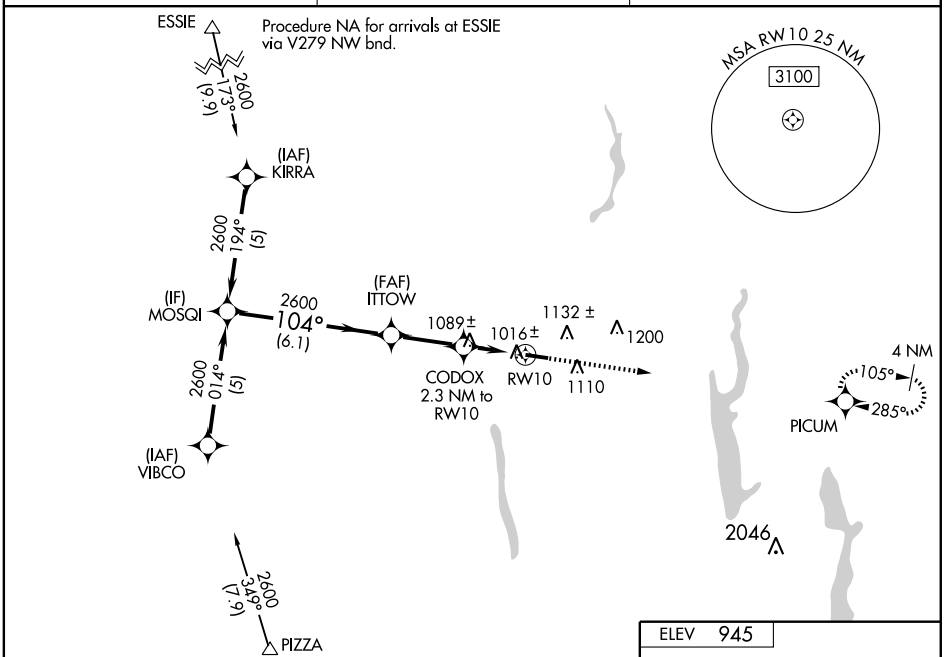
RNAV (GPS) RWY 10

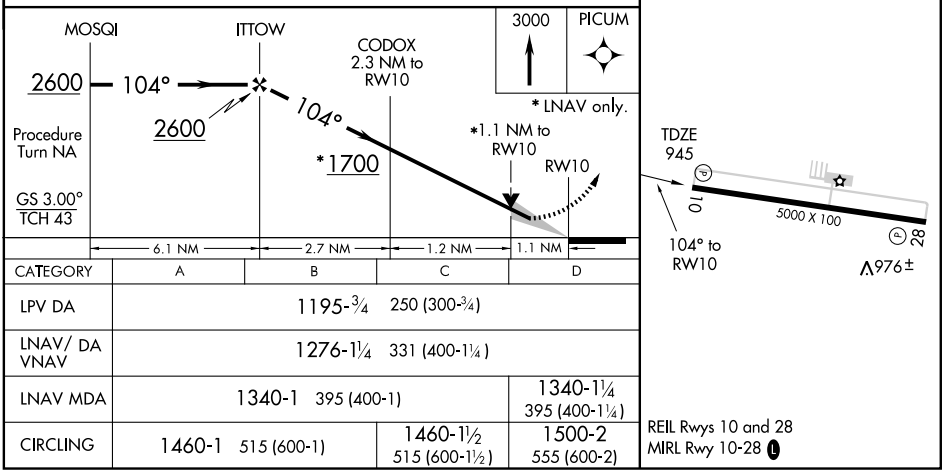
DELAWARE MUNI (DLZ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct PICUM and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.025	120.2 317.775	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1195-¾ 250 (300-¾)			
LNAV/ DA VNAV	1276-1¼ 331 (400-1¼)			
LNAV MDA	1340-1 395 (400-1)			1340-1¼ 395 (400-1¼)
CIRCLING	1460-1 515 (600-1)		1460-1½ 515 (600-1½)	1500-2 555 (600-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 50506	284°	TDZE	945
W28A		Apt Elev	945

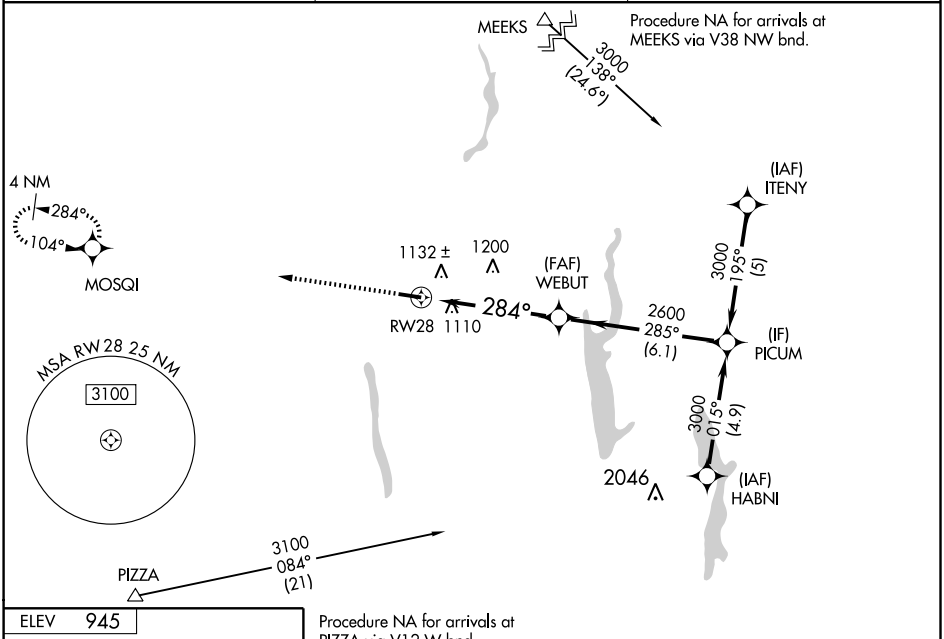
RNAV (GPS) RWY 28

DELAWARE MUNI (DLZ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

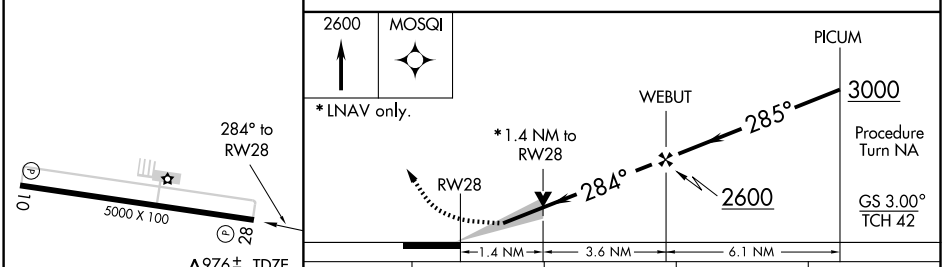
MISSED APPROACH: Climb to 2600 direct MOSQI and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.025	120.2 317.775	122.7 (CTAF) L



ELEV 945

Procedure NA for arrivals at PIZZA via V12 W bnd.



CATEGORY	A	B	C	D
LPV DA	1210-1 265 (300-1)			
LNAV/ VNAV DA	1459-1¾ 514 (600-1¾)			
LNAV MDA	1420-1 475 (500-1)		1420-1¼ 475 (500-1¼)	1420-1½ 475 (500-1½)
CIRCLING	1460-1 515 (600-1)		1460-1½ 515 (600-1½)	1500-2 555 (600-2)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR RWY 28

DELAWARE MUNI (DLZ)

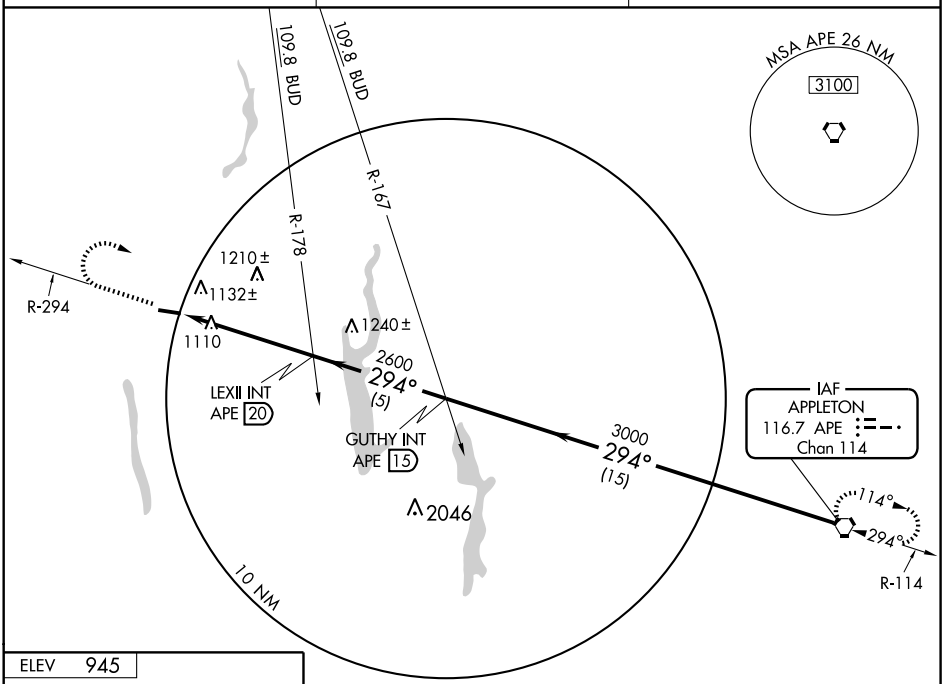
VORTAC APE	APP CRS	Rwy Idg	5000
116.7	294°	TDZE	945
Chan 114		Apt Elev	945

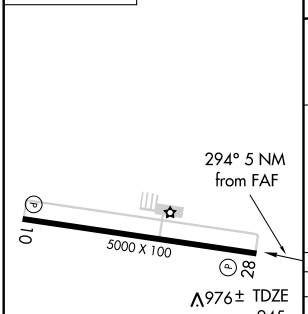
Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting.

NA

MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

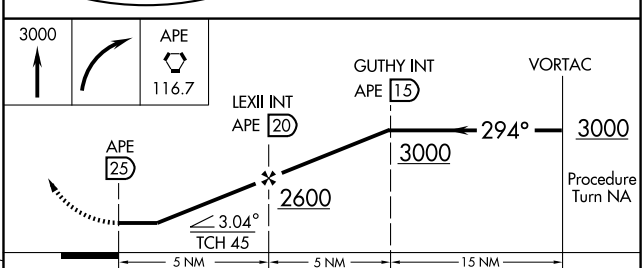
AWOS-3	COLUMBUS APP CON	UNICOM
119.025	120.2 317.775	122.7 (CTAF) L





REIL Rwys 10 and 28
MIRL Rwy 10-28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

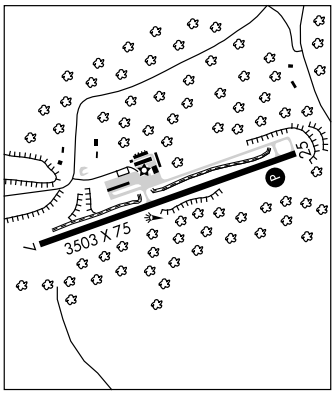


CATEGORY	A	B	C	D
S-28	1520-1 575 (600-1)	1520-1¼ 575 (600-¼)	1520-1½ 575 (600-½)	1520-1¾ 575 (600-1¾)
CIRCLING	1520-1 575 (600-1)	1520-1¼ 575 (600-1¼)	1520-1½ 575 (600-1½)	1520-2 575 (600-2)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-28	1580-1 635 (700-1)	1580-1¼ 635 (700-1¼)	1580-1¾ 635 (700-1¾)	1580-2 635 (700-2)
CIRCLING	1580-1 635 (700-1)	1580-1¼ 635 (700-1¼)	1580-1¾ 635 (700-1¾)	1580-2 635 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

EAST LIVERPOOL

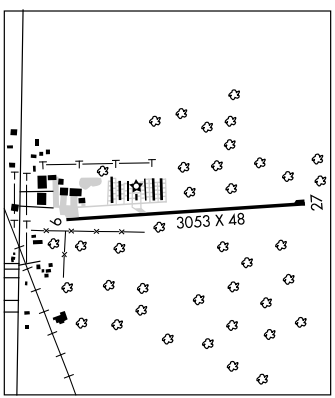
COLUMBIANA CO (Ø2G) 4 NW UTC−5(−4DT) N40°40.40′ W80°38.49′ **DETROIT**
1160 B S3 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 07–25: H3503X75 (ASPH) S–12.5 MIRL 0.5% up NE **IAP**
RWY 07: Trees. **RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended all major holidays. PAEW between twy and rwy. PAEW invof twy and ramp. Twy marked with reflectors. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 25 and REIL Rwy 25–CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0.
Ⓡ **PITTSBURGH APP/DEP CON** 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.51′ W80°12.69′ 253° 21.6 NM to fld. 1227/08W. VOR unusable 090°–140° and 310°–335°



EDDIE DEW MEML AIRPARK (See TORONTO)

ELLIOTTS LANDING (See MOUNT VICTORY)

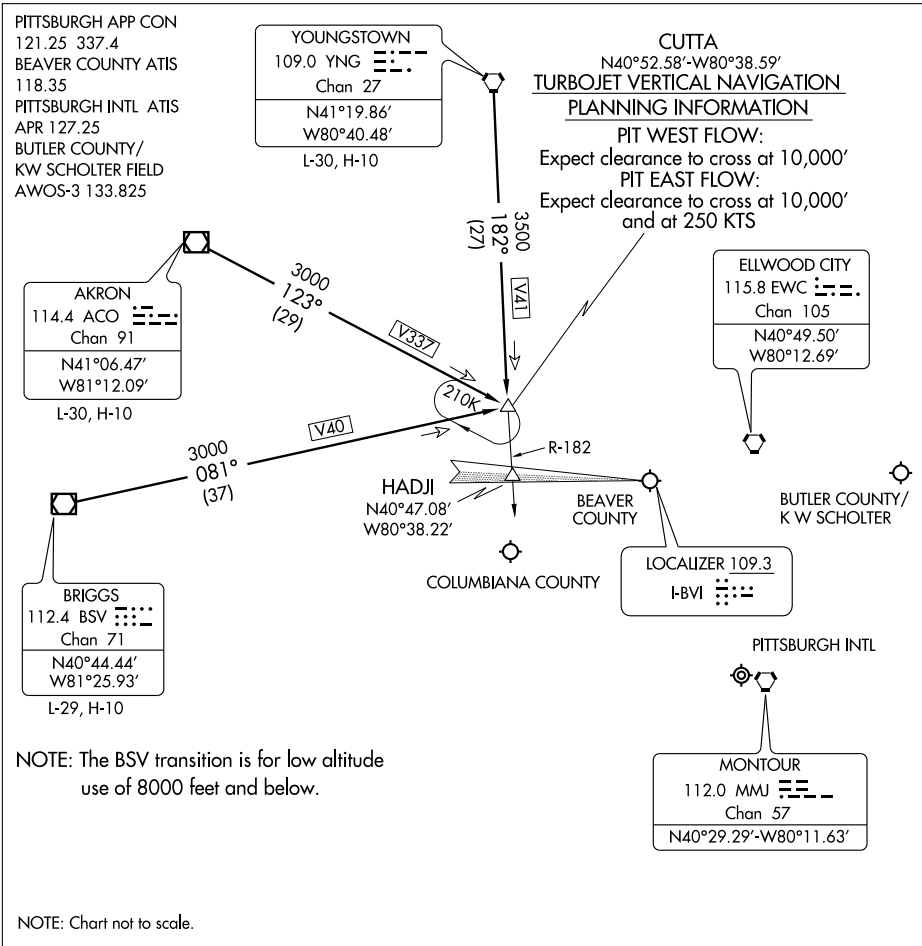
ELYRIA (1G1) 2 S UTC−5(−4DT) N41°19.89′ W82°06.02′ **DETROIT**
758 B **FUEL** 100LL NOTAM FILE CLE **L–30G**
RWY 09–27: H3053X48 (ASPH) LIRL **IAP**
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND APP/DEP CON** 126.35 **CLNC DEL** 125.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 125° 3.2 NM to fld. 780/5W. **HIWAS**
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.



FAIRFIELD CO (See LANCASTER)

FAYETTE CO (See WASHINGTON COURT HOUSE)

FETCH N41°12.03′ W80°35.77′ NOTAM FILE YNG. **DETROIT**
NDB (LOM) 338 YN 322° 5.1 NM to Youngstown–Warren Rgnl. Unmonitored. LOM unusable byd 10 NM.



AKRON TRANSTION (ACO.CUTTA2): From over ACO VOR/DME via ACO R-123 to CUTTA INT. Thence. . . .

BRIGGS TRANSITION (BSV.CUTTA2): From over BSV VOR/DME via BSV R-081 to CUTTA INT. Thence. . . .

YOUNGSTOWN TRANSITION (YNG.CUTTA2): From over YNG VORTAC via YNG R-182 to CUTTA INT. Thence. . . .

. . . . From over CUTTA INT:

PIT arrivals expect radar vectors.

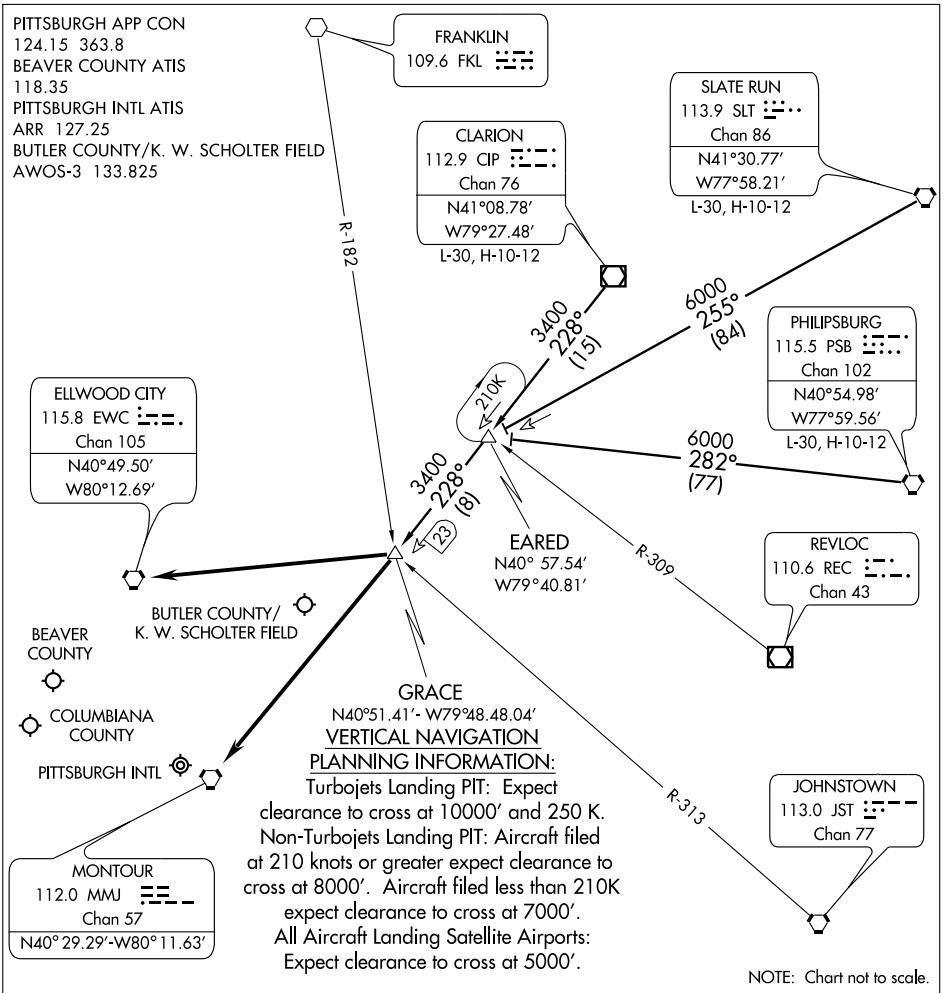
BVI (EAST FLOW) direct HADJI

(WEST FLOW) direct EWC

BTP and 02G direct EWC

NE-4, 21 OCT 2010 to 18 NOV 2010
NE-4, 21 OCT 2010 to 18 NOV 2010

GRACE THREE ARRIVAL



ARRIVAL DESCRIPTION

CLARION TRANSITION (CIP.GRACE3): From over CIP VOR/DME via CIP R-228 to GRACE INT. Thence....

PHILIPSBURG TRANSITION (PSB.GRACE3): From over PSB VORTAC via PSB R-282 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

SLATE RUN TRANSITION (SLT.GRACE3): From over SLT VORTAC via SLT R-255 to EARED INT, then via CIP R-228 to GRACE INT. Thence....

....From over GRACE INT:

Direct MMJ, direct Pittsburgh Intl. Expect vectors after GRACE INT.
Direct EWC, direct Beaver County.
Direct EWC, direct Bulter County/K. W. Scholter Field.
Direct EWC, direct Columbiana County.

NE-4, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3503
249°	TDZE	1160
	Apt Elev	1160

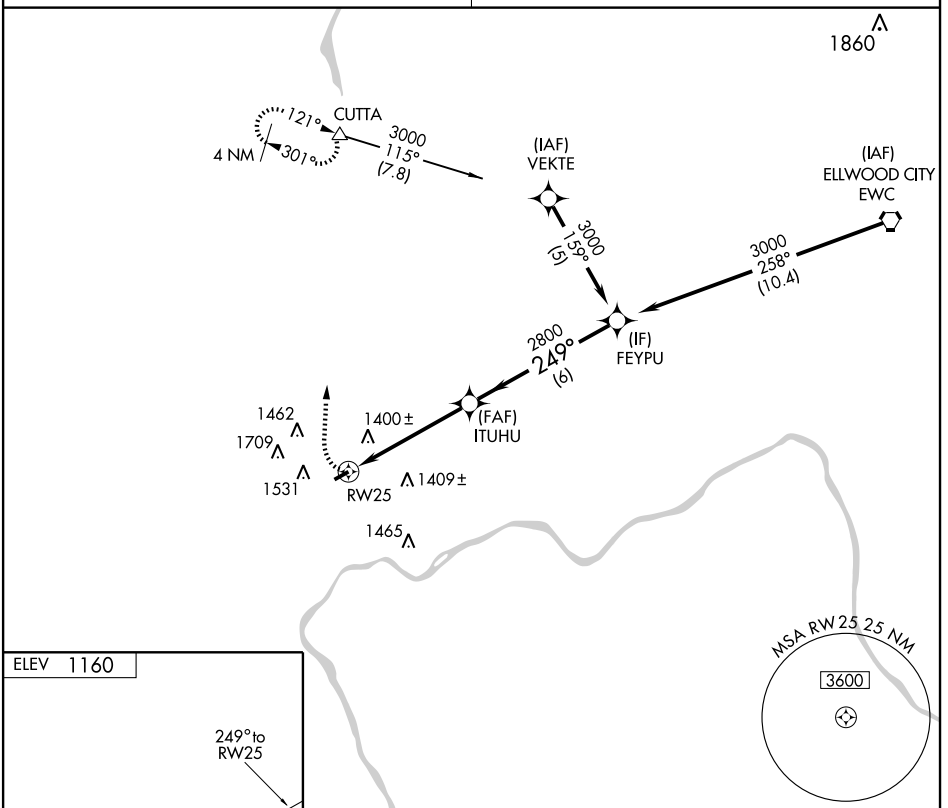
RNAV (GPS) RWY 25

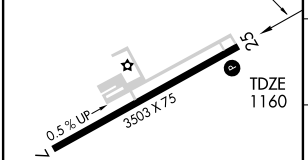
EAST LIVERPOOL/COLUMBIANA COUNTY (02G)

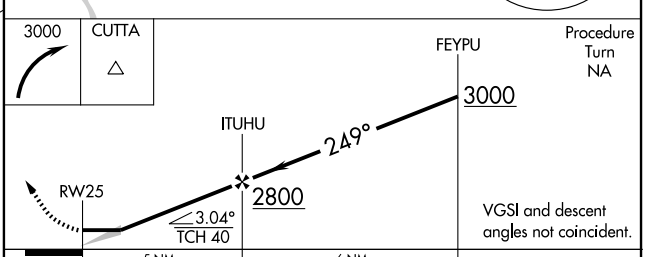
T
A NA DME/DME RNP-0.3 NA
Use Pittsburgh Intl altimeter setting, when not received, use Wheeling, WV altimeter setting and increase all MDA 20 feet, increase Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct CUTTA and hold.

PITTSBURGH APP CON	UNICOM
124.75 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1760-1 600 (600-1)		1760-1½ 600 (600-1½)	NA
CIRCLING	1960-1 800 (800-1)	1960-1¼ 800 (800-1¼)	1960-2¼ 800 (800-2¼)	NA

REIL Rwy 25 L
MIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC EWC 115.8 Chan 105	APP CRS 253°	Rwy Idg 3503 TDZE 1160 Apt Elev 1160

VOR RWY 25

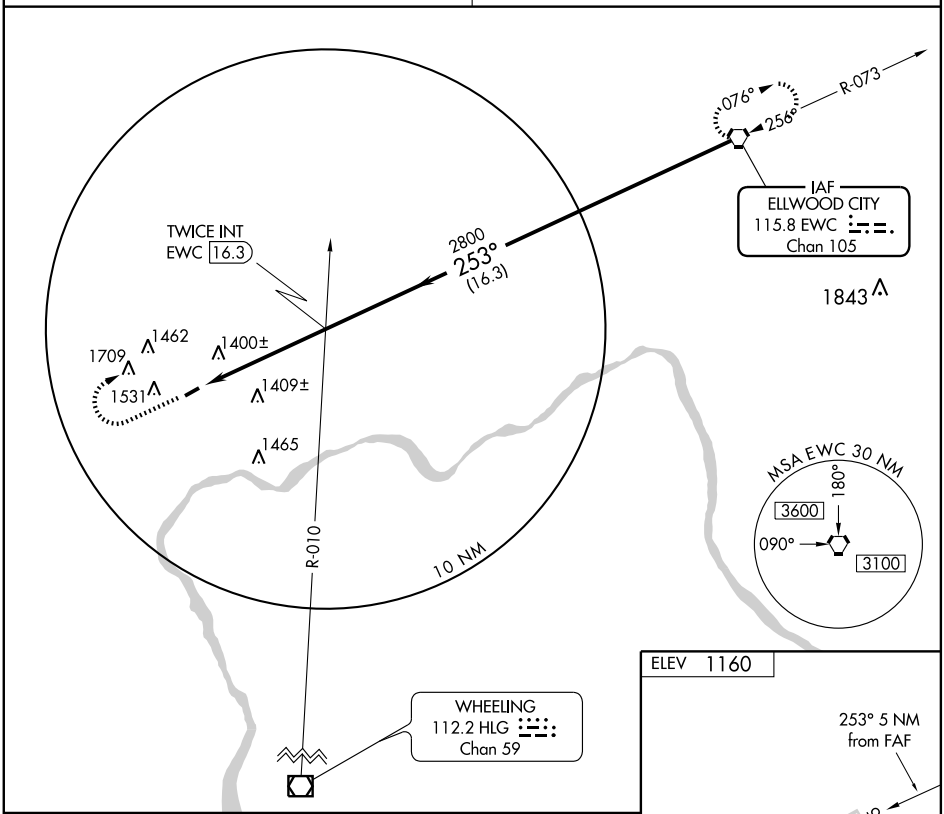
EAST LIVERPOOL/COLUMBIANA COUNTY (02G)

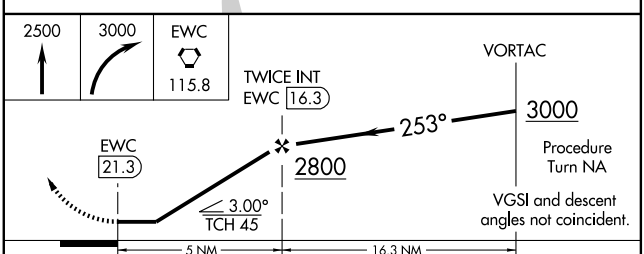
T A NA Use Pittsburgh Intl altimeter setting.

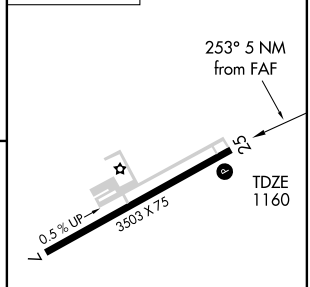
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EWC VORTAC and hold.

PITTSBURGH APP CON
124.75 338.2

UNICOM
123.0 (CTAF) L







REIL Rwy 25 L
MIRL Rwy 7-25 L

CATEGORY	A	B	C	D
S-25	1840-1 680 (700-1)	1840-1¼ 680 (700-1¼)	1840-2 680 (700-2)	NA
CIRCLING	1940-1 780 (800-1)	1940-1¼ 780 (800-1¼)	1940-2¼ 780 (800-2¼)	NA

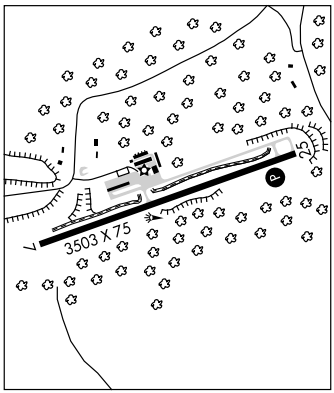
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

EAST LIVERPOOL

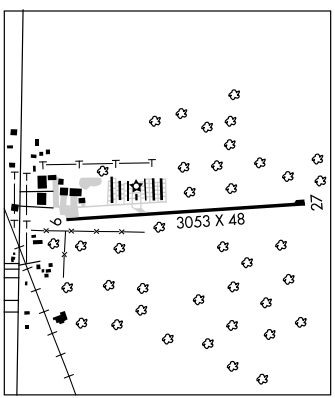
COLUMBIANA CO (Ø2G) 4 NW UTC−5(−4DT) N40°40.40′ W80°38.49′ **DETROIT**
1160 B S3 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 07–25: H3503X75 (ASPH) S–12.5 MIRL 0.5% up NE **IAP**
RWY 07: Trees. **RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Arpt unattended all major holidays. PAEW between twy and rwy. PAEW invof twy and ramp. Twy marked with reflectors. ACTIVATE MIRL Rwy 07–25, PAPI Rwy 25 and REIL Rwy 25–CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0.
Ⓡ **PITTSBURGH APP/DEP CON** 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE AOO.
ELLWOOD CITY (H) VORTAC 115.8 EWC Chan 105 N40°49.51′ W80°12.69′ 253° 21.6 NM to fld. 1227/08W. VOR unusable 090°–140° and 310°–335°



EDDIE DEW MEML AIRPARK (See TORONTO)

ELLIOTTS LANDING (See MOUNT VICTORY)

ELYRIA (1G1) 2 S UTC−5(−4DT) N41°19.89′ W82°06.02′ **DETROIT**
758 B **FUEL** 100LL NOTAM FILE CLE **L–30G**
RWY 09–27: H3053X48 (ASPH) LIRL **IAP**
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CLEVELAND APP/DEP CON** 126.35 **CLNC DEL** 125.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 125° 3.2 NM to fld. 780/5W. **HIWAS**
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.



FAIRFIELD CO (See LANCASTER)

FAYETTE CO (See WASHINGTON COURT HOUSE)

FETCH N41°12.03′ W80°35.77′ NOTAM FILE YNG. **DETROIT**
NDB (LOM) 338 YN 322° 5.1 NM to Youngstown–Warren Rgnl. Unmonitored. LOM unusable byd 10 NM.

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

ELYRIA, OHIO
ELYRIA (1G1)

CLEVELAND DEP CON
126.35 346.32

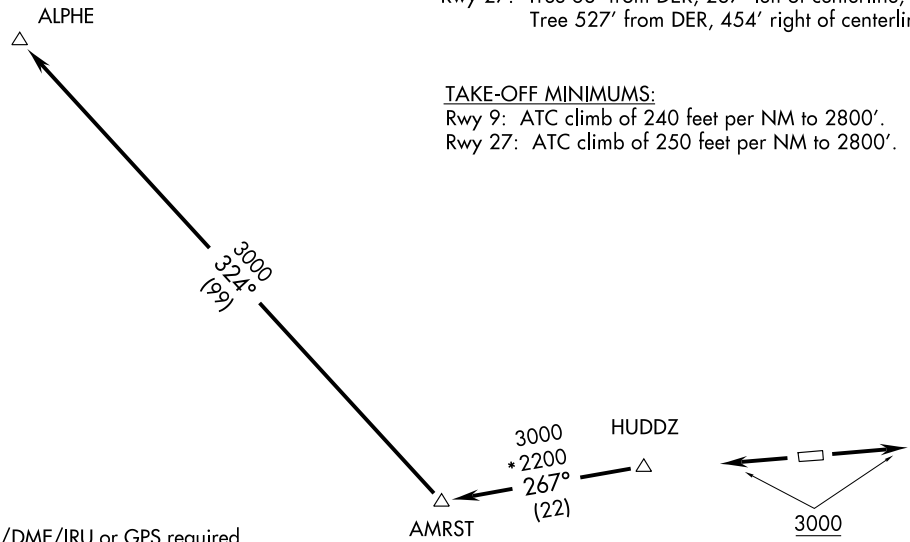
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 9: Road 1198′ from DER, 275′ left of centerline, 15′ AGL/774′ MSL.
Tree 2077′ from DER, 778′ right of centerline, 100′ AGL/859′ MSL.
Rwy 27: Tree 68′ from DER, 237′ left of centerline, 100′ AGL/859′ MSL.
Tree 527′ from DER, 454′ right of centerline, 100′ AGL/854′ MSL.

TAKE-OFF MINIMUMS:
Rwy 9: ATC climb of 240 feet per NM to 2800′.
Rwy 27: ATC climb of 250 feet per NM to 2800′.



NOTE: DME/DME/IRU or GPS required
NOTE: RNAV 1
NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09127
ELYRIA, OHIO
ELYRIA (1G1)

SL-5333 (FAA)

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

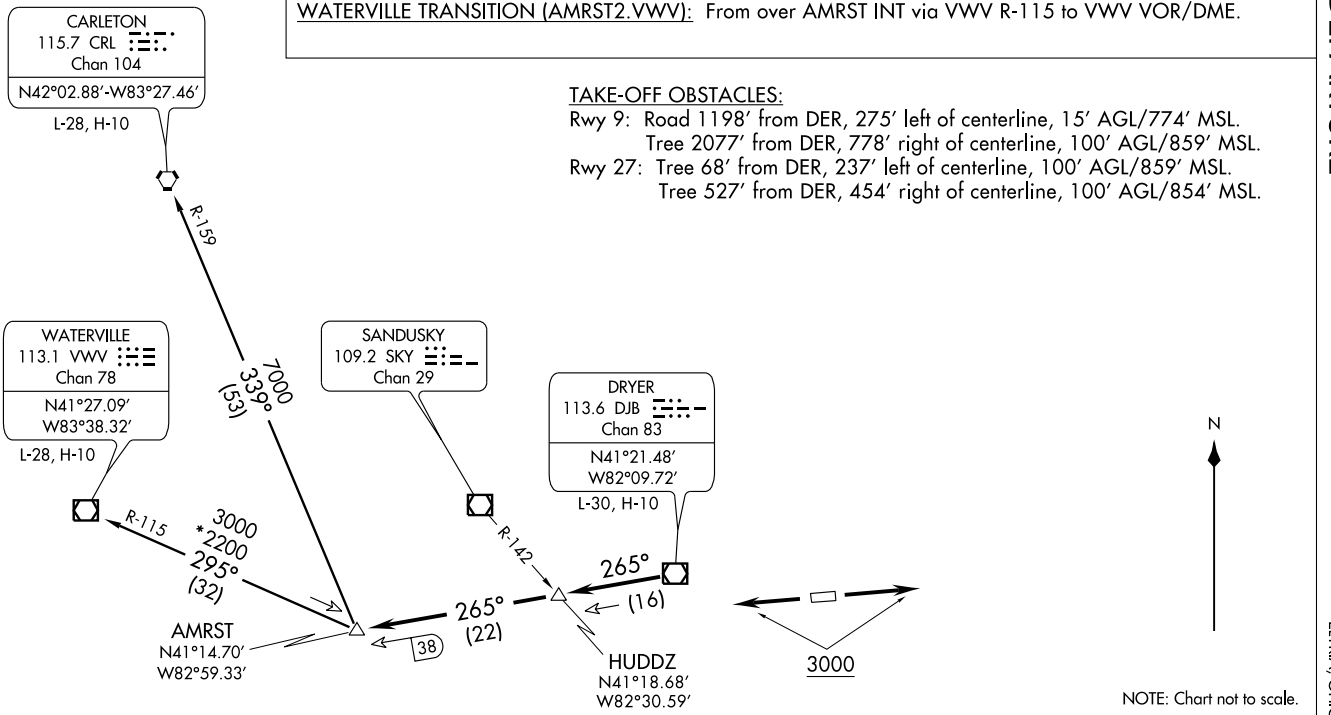
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF MINIMUMS:
Rwys 9, 27: STANDARD.

NOTE: RADAR REQUIRED

TAKE-OFF OBSTACLES:
Rwy 9: Road 1198′ from DER, 275′ left of centerline, 15′ AGL/774′ MSL.
Tree 2077′ from DER, 778′ right of centerline, 100′ AGL/859′ MSL.
Rwy 27: Tree 68′ from DER, 237′ left of centerline, 100′ AGL/859′ MSL.
Tree 527′ from DER, 454′ right of centerline, 100′ AGL/854′ MSL.

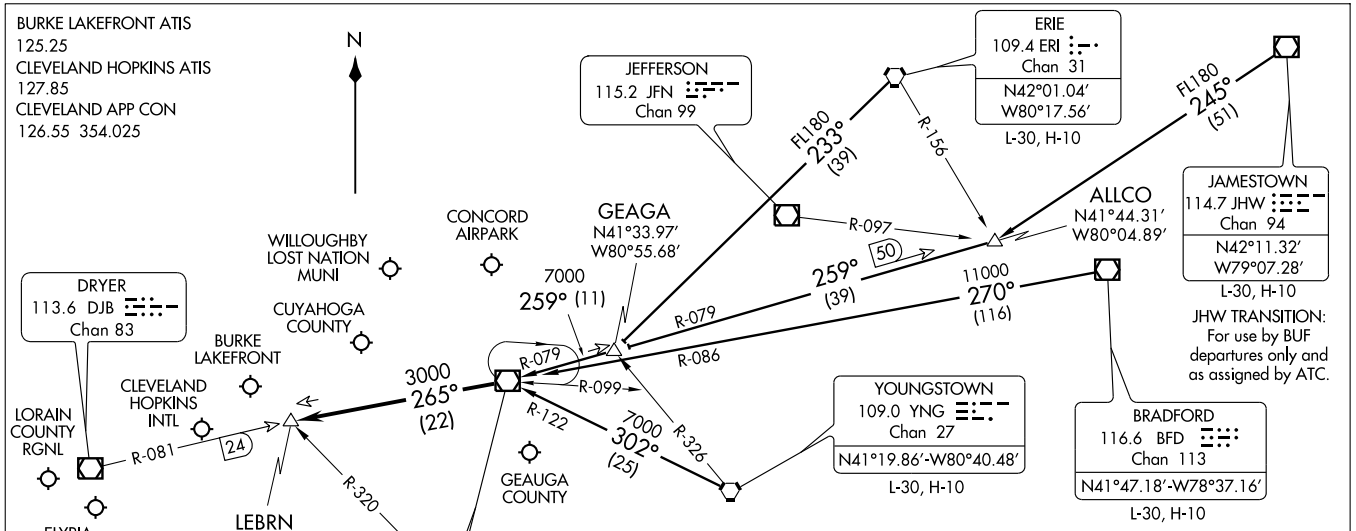


ELYRIA, OHIO
ELYRIA (1G1)

SL-5333 (FAA)

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

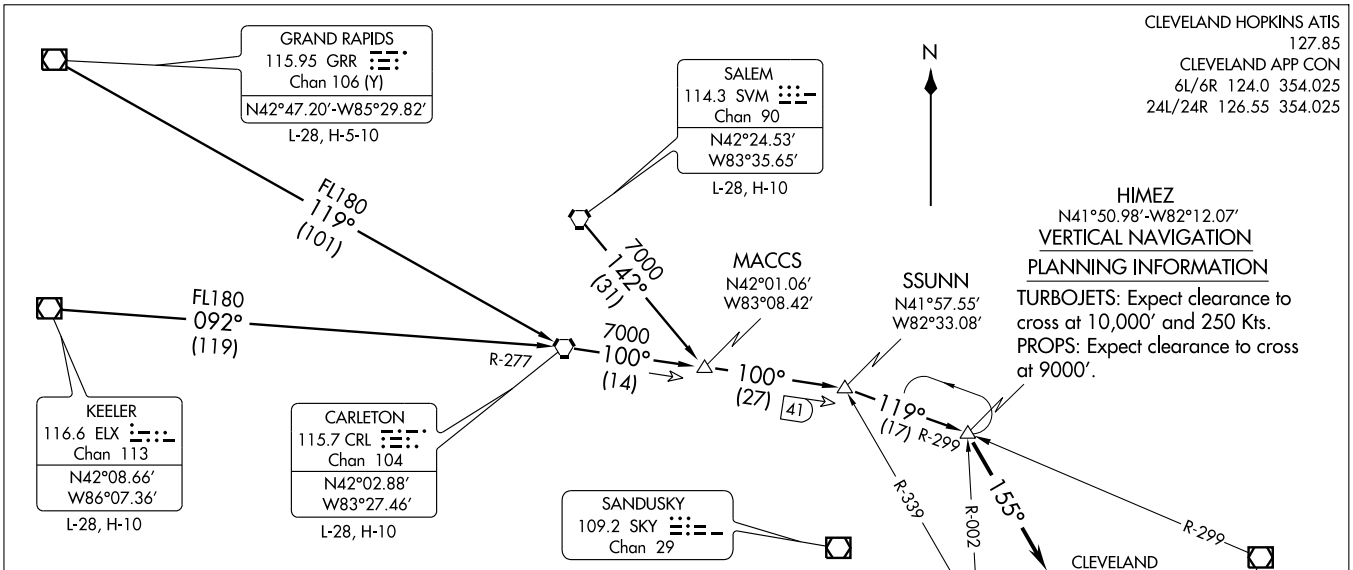
(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.HIMEZ2): From over CRL VORTAC via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.HIMEZ2): From over GRR VOR/DME via GRR R-119 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

KEELER TRANSITION (ELX.HIMEZ2): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

SALEM TRANSITION (SVM.HIMEZ2): From over SVM VORTAC via SVM R-142 to MACCS INT, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

. . . . From over HIMEZ INT, fly heading 155°. Expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)

07354

ST-84 (FAA)

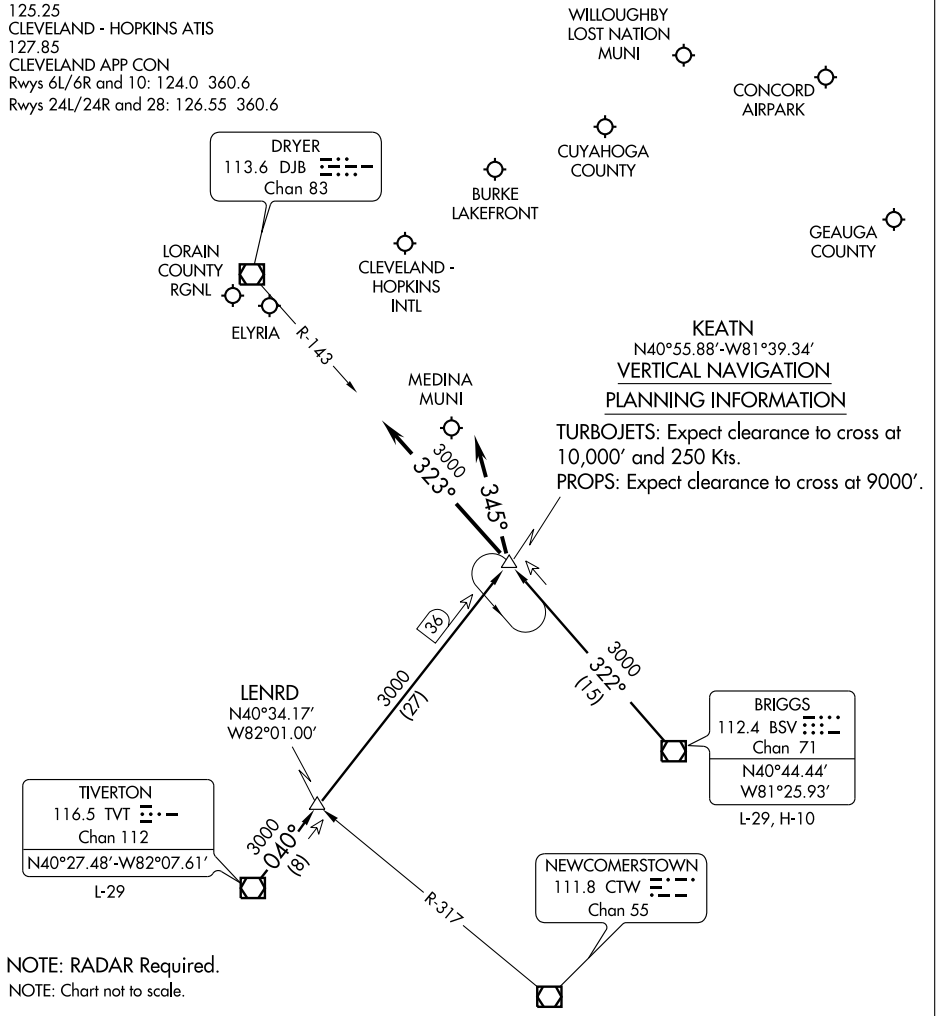
CLEVELAND, OHIO

CLEVELAND, OHIO

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE
(OBRLN2.OBRLN) 09183
ELYRIA, OHIO
ELYRIA (1G1)

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9: Road 1198′ from DER, 275′ left of centerline, 15′ AGL/774′ MSL.
Tree 2077′ from DER, 778′ right of centerline, 100′ AGL/859′ MSL.

Rwy 27: Tree 68′ from DER, 237′ left of centerline, 100′ AGL/859′ MSL.
Tree 527′ from DER, 454′ right of centerline, 100′ AGL/854′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

ELYRIA, OHIO

ELYRIA (1G1)

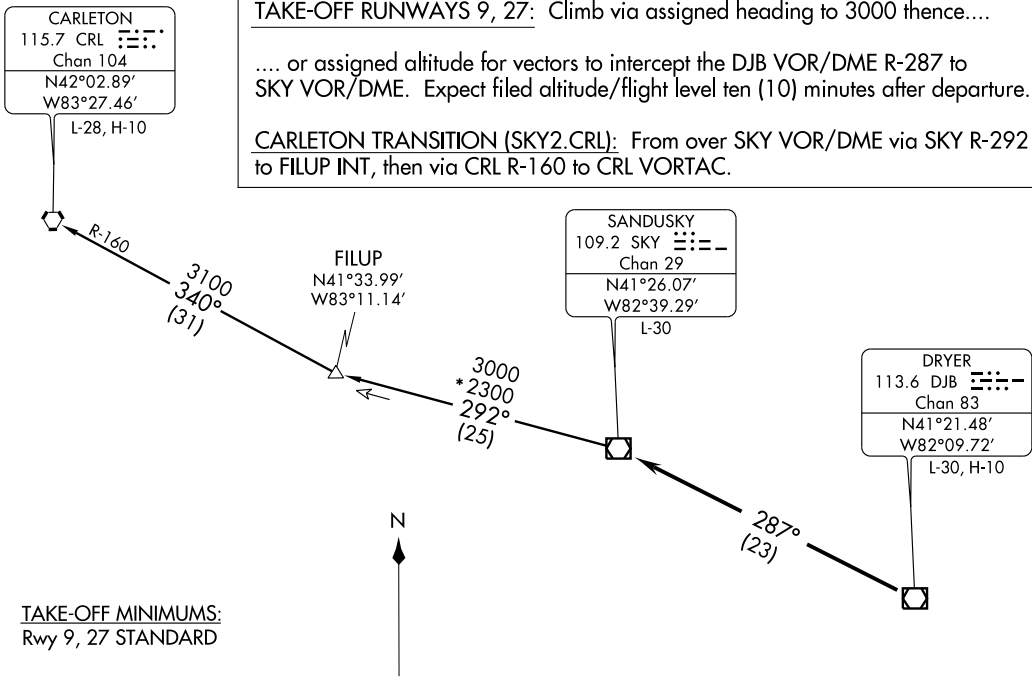
CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence....

.... or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwy 9, 27 STANDARD

TAKE-OFF OBSTACLES:
Rwy 9: Road 1198′ from DER, 275′ left of centerline, 15′ AGL/774′ MSL.
Tree 2077′ from DER, 778′ right of centerline, 100′ AGL/859′ MSL.
Rwy 27: Tree 68′ from DER, 237′ left of centerline, 100′ AGL/859′ MSL.
Tree 527′ from DER, 454′ right of centerline, 100′ AGL/854′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
ELYRIA, OHIO
ELYRIA (1G1)

SL-5333 (FAA)

VOR/DME DJB	APP CRS	Rwy Idg	N/A
113.6	125°	TDZE	N/A
Chan 83		Apt Elev	758

VOR or GPS-A

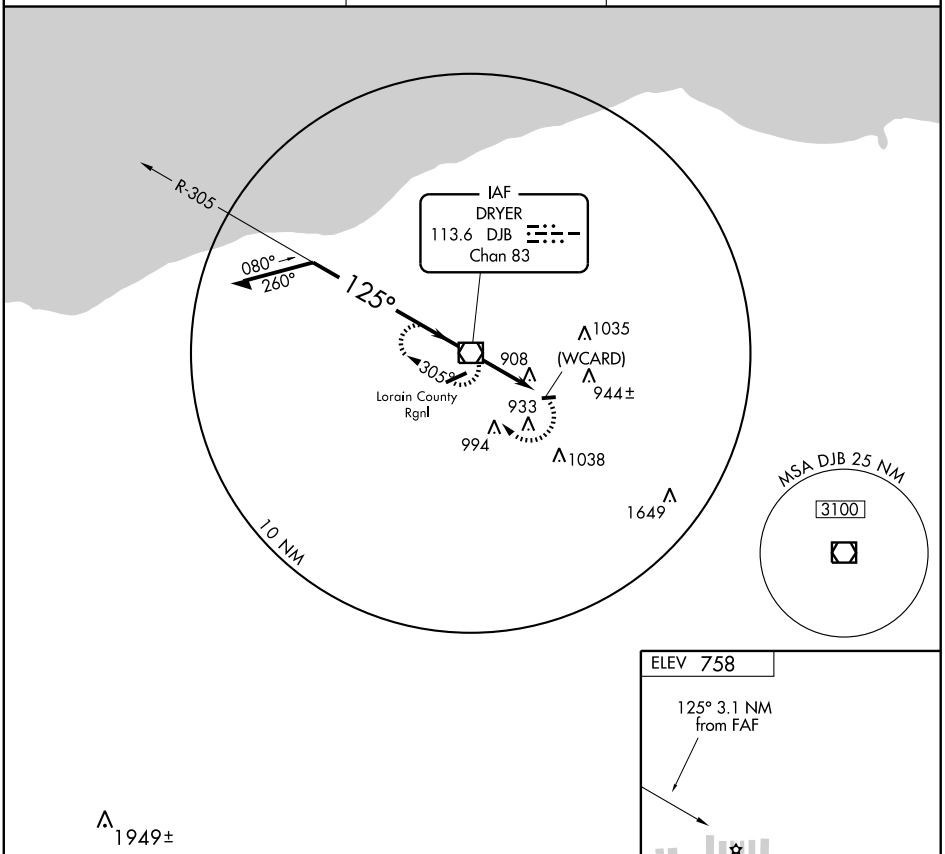
ELYRIA (1G1)

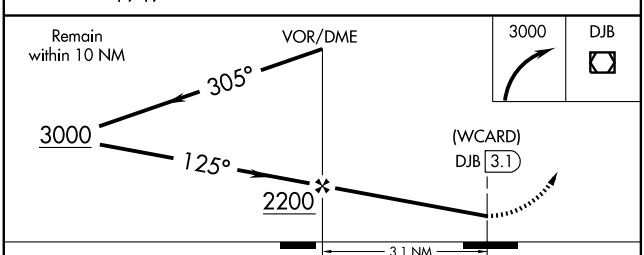
NA

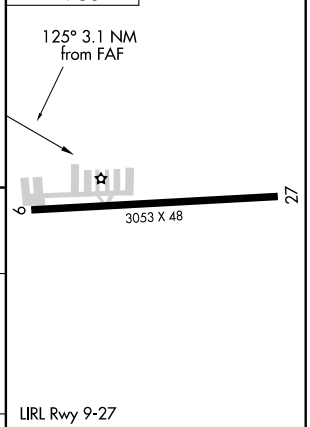
Use Cleveland Hopkins Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DJB VOR/DME and hold.

CLEVELAND APP CON	CLNC DEL	UNICOM
126.35 354.025	125.7	122.8 (CTAF)







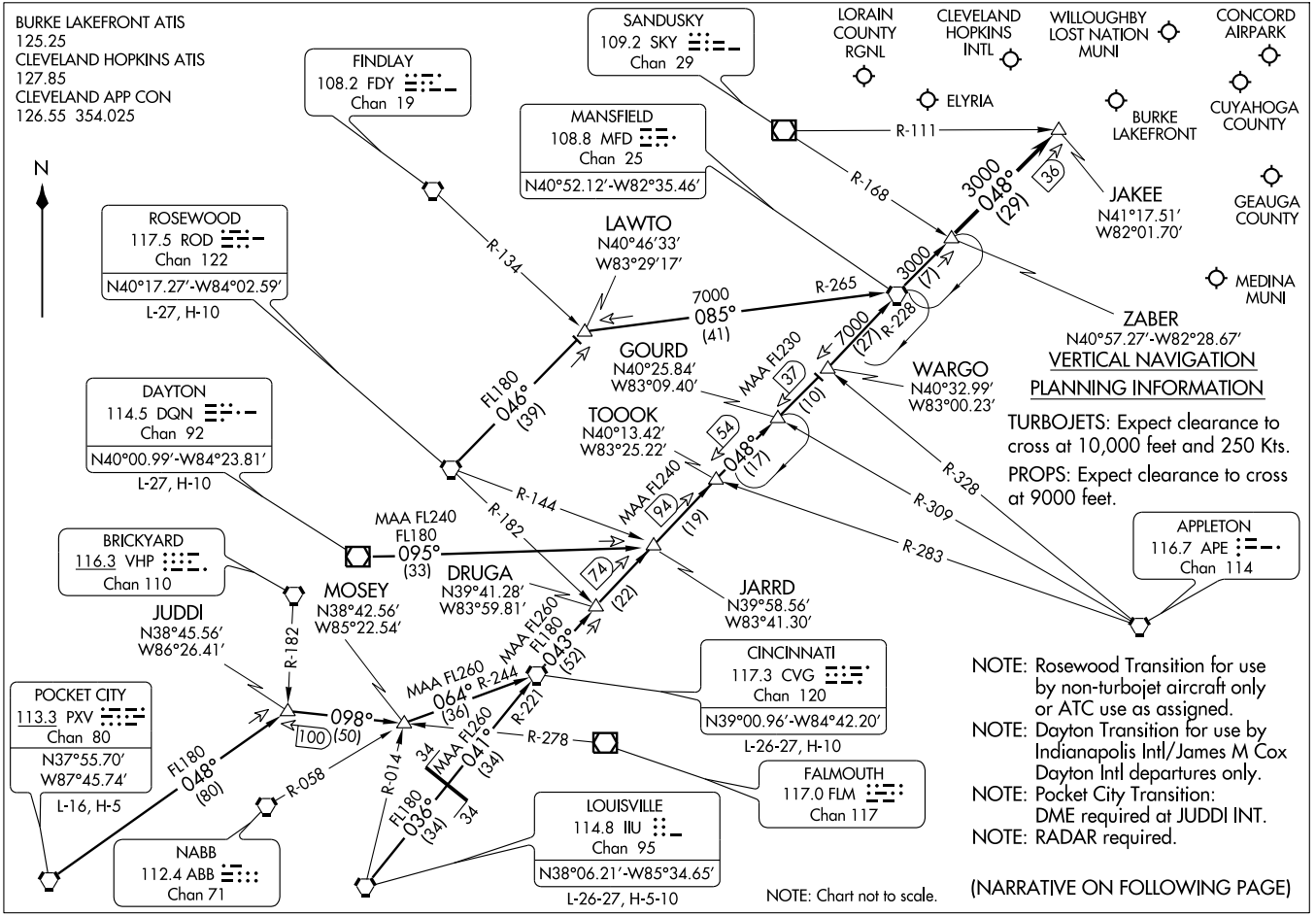
CATEGORY	A	B	C	D
CIRCLING	1280-1 522 (600-1)		1280-1½ 522 (600-1½)	NA

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

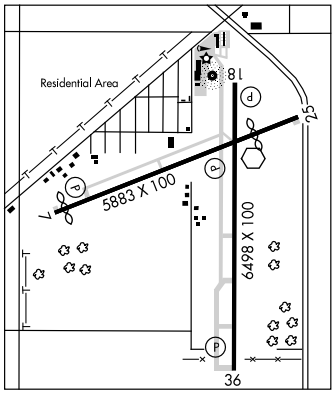
POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

FINDLAY (FDY) 1 SW UTC−5(−4DT) N41°00.72′ W83°40.12′ **DETROIT**
813 B **FUEL** 100LL, JET A NOTAM FILE FDY **H–10G, L–28J**
RWY 18–36: H6498X100 (ASPH) S–100, D–160, 2S–175, 2D–280 HIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 31′.
RWY 36: REIL. PAPI(P4L)—GA 3.5°TCH 55′. Trees.
RWY 07–25: H5883X100(ASPH) S–100, D–160, 2S–175, 2D–280 HIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 324′. Bridge.
RWY 25: REIL. PAPI(P4L)—GA 3.5°TCH 36′. Thld dsplcd 999′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5251 TODA–5251 ASDA–4881 LDA–4558
RWY 25: TORA–5786 TODA–5786 ASDA–5558 LDA–4558
AIRPORT REMARKS: Attended Sep–May Mon–Fri 1200–0100Z‡, Jun–Aug Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2300Z‡. Rwy 07–25 sfc has cracks and loose aggregate. ACTIVATE HIRL Rwy 07–25 and Rwy 18–36; REIL Rwy 07, Rwy 25, Rwy 18 and Rwy 36—CTAF. PAPI Rwy 07, Rwy 18, Rwy 25, and Rwy 36 opr 24 hrs. Ldg fee.
WEATHER DATA SOURCES: ASOS 124.425 (419) 427–8524.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.1R 108.2T (CLEVELAND RADIO) **RCO** 122.65 122.2 (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
(L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 5.2 NM to fld. 820/2W.
MARATHON (T) VORW 114.9 MAH N41°00.89′ W83°39.86′ at fld. Unmonitored.
BENTON RIDGE NDB (MHW) 334 BNR N41°01.27′ W83°40.15′ at fld. Unmonitored.



FOSTORIA METRO (FZI) 2 NE UTC−5(−4DT) N41°11.45′ W83°23.59′ **DETROIT**
752 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE **H–11A, L–28J, 29A**
RWY 09–27: H5005X100 (ASPH) S–30, D–35, 2D–52 MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. FBO ops Mon–Sat 1200–2100Z‡. PAPI Rwys 09 and 27 on low ints 24 hrs. To increase ints to high click 122.7 seven times. ACTIVATE MIRL Rwy 09–27 and REIL Rwys 09 and 27—CTAF. Rwy 09 REIL OTS indef. Twy lgts intermittent.
WEATHER DATA SOURCES: AWOS–3 124.625 (419) 436–0053.
COMMUNICATIONS: CTAF/UNICOM 122.7
FINDLAY RCO 122.1R 108.2T (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 21.7 NM to fld. 820/2W.
NDB (MHW) 379 FZI N41°11.36′ W83°23.83′ at fld. NOTAM FILE CLE.

FREMONT

FREMONT (14G) 2 SW UTC−5(−4DT) N41°19.99′ W83°09.67′ **DETROIT**
663 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–28J**
RWY 09–27: H4137X60 (ASPH) S–13 LIRL **IAP**
RWY 09: REIL. VASI(NSTD). Thld dsplcd 126′. Road. **RWY 27:** Trees.
RWY 18–36: 2238X130 (TURF)
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–2200Z‡, Sun 1700Z‡–2200Z‡. For fuel after hrs call 419–332–8037. ACTIVATE LIRL Rwy 09–27; REIL Rwy 09 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 110° 22.7 NM to fld. 660/2W.

APP CRS	Rwy Idg	4558
074°	TDZE	809
	Apt Elev	813

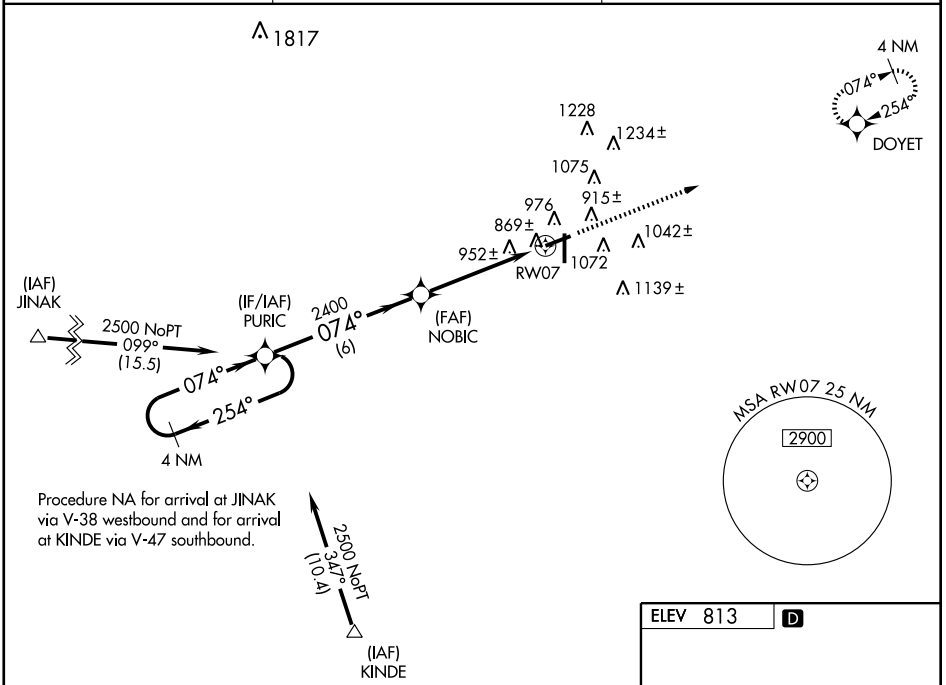
RNAV (GPS) RWY 7
FINDLAY (FDY)

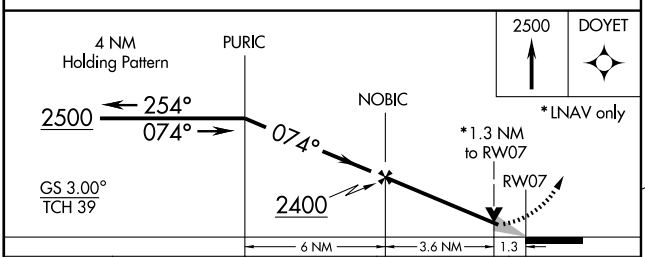
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)
If local altimeter setting not received, use Lima Allen County altimeter setting and increase DA to 1280 feet, increase all MDAs 80 feet.
Baro-VNAV and VDP NA with Lima Allen County altimeter setting.

NA

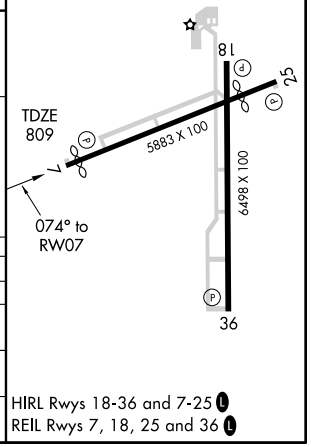
MISSED APPROACH: Climb to 2500 direct DOYET WP and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1200-1½ 391 (400-1½)			
LNAV MDA	1260-1 451 (500-1)		1260-1¼ 451 (500-1¼)	1260-1½ 451 (500-1½)
CIRCLING	1440-1½ 627 (700-1½)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)



HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6498
CH 70405	185°	TDZE	813
W18A		Apt Elev	813

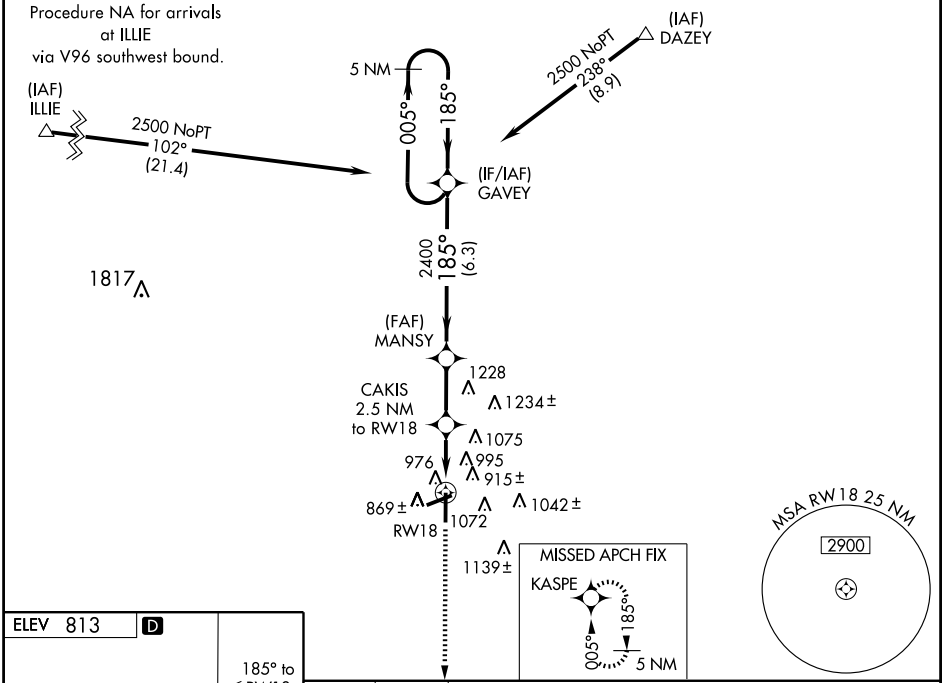
RNAV (GPS) RWY 18
FINDLAY (FDY)

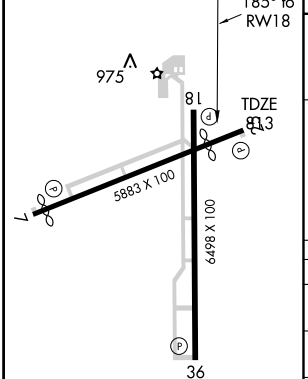
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct KASPE and hold.

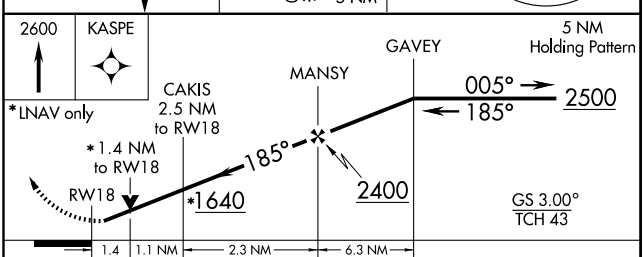
ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L

Procedure NA for arrivals at ILLIE via V96 southwest bound.





HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L



CATEGORY	A	B	C	D
LPV DA	1063-1 250 (300-1)			
LNAV/VNAV DA	1320-1¾ 507 (600-1¾)			
LNAV MDA	1300-1 487 (500-1)		1300-1¼ 487 (500-1¼)	1300-1½ 487 (500-1½)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

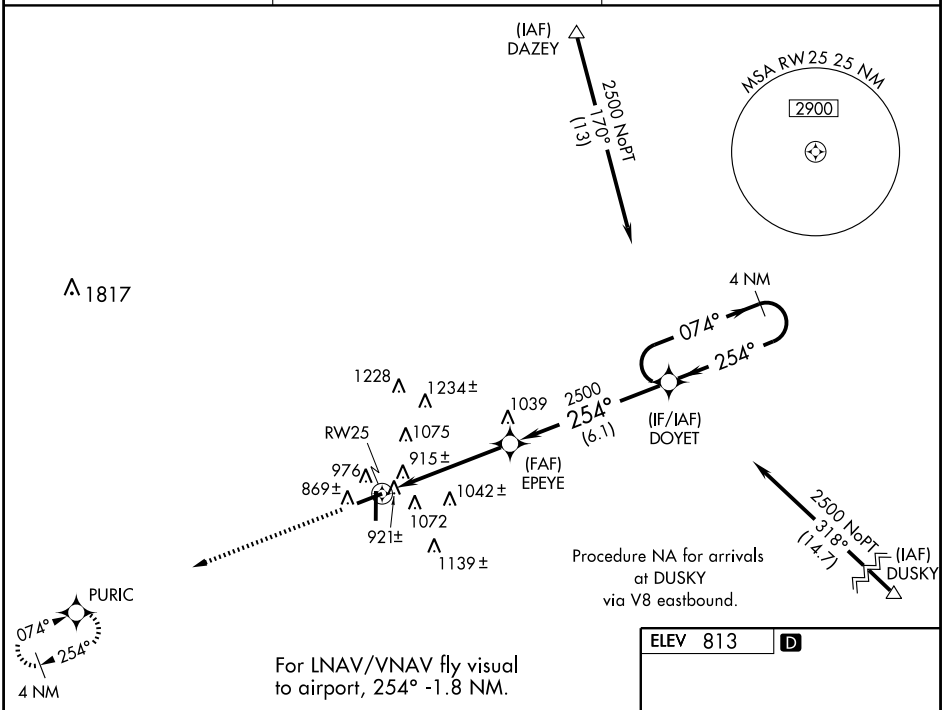
WAAS	APP CRS	Rwy Idg	4558
CH 56405	254°	TDZE	812
W25A		Apt Elev	813

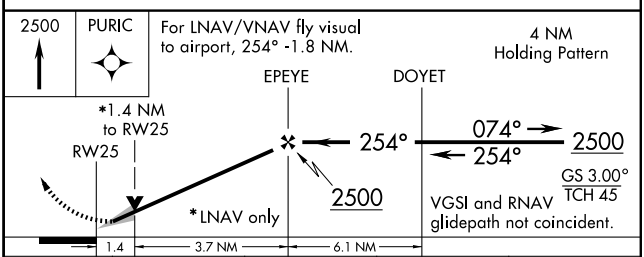
RNAV (GPS) RWY 25
FINDLAY (FDY)

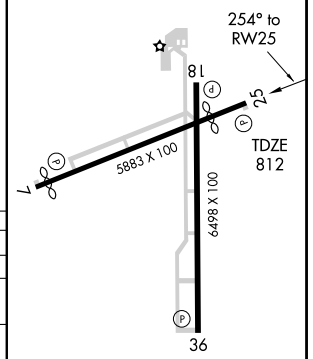
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 direct PURIC and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1116-1 304 (400-1)			
LNAV/VNAV DA	1411-2 599 (600-2)			
LNAV MDA	1280-1 468 (500-1)		1280-1¼ 468 (500-1¼)	1280-1½ 468 (500-1½)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS
CH 72705
W36A

APP CRS
005°

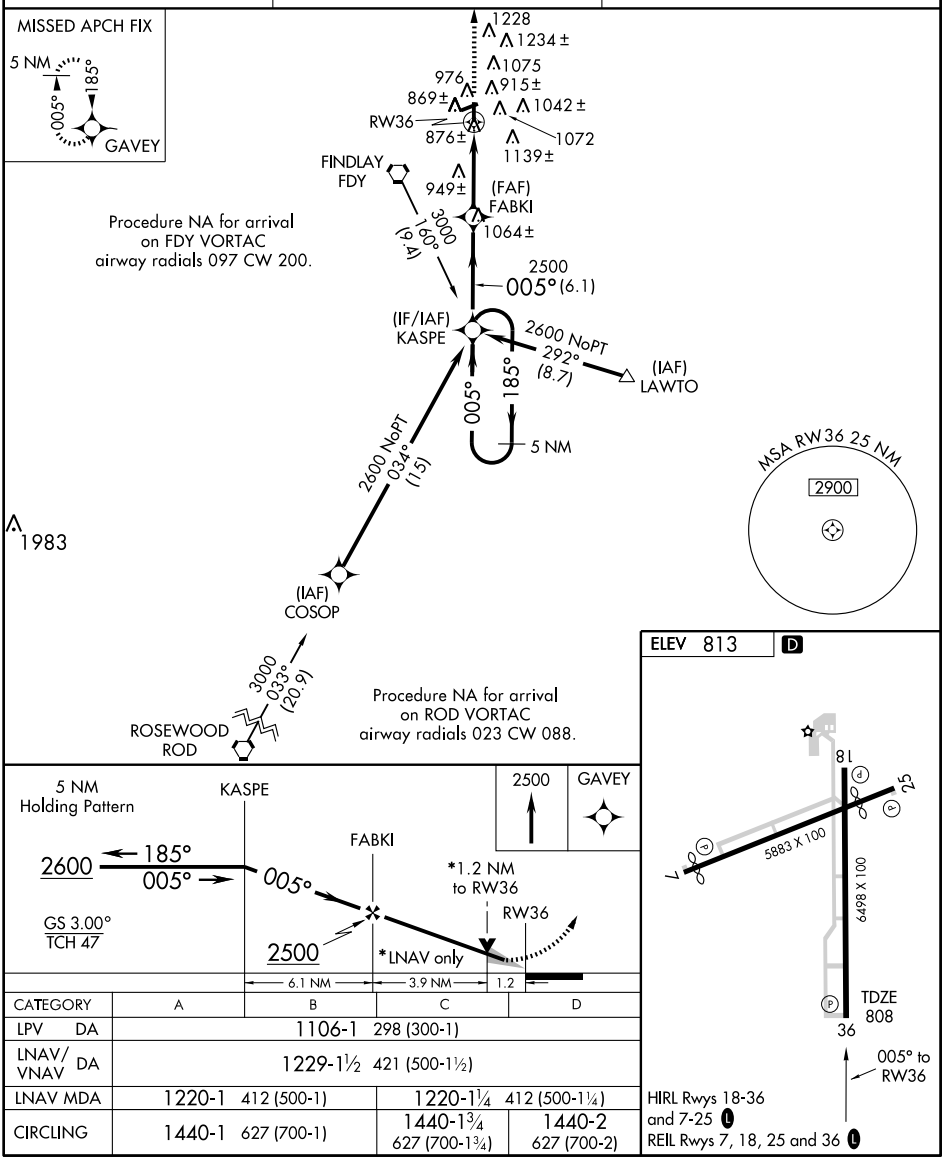
Rwy Idg 6498
TDZE 808
Apt Elev 813

RNAV (GPS) RWY 36
FINDLAY (FDY)

If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 direct GAVEY and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1106-1 298 (300-1)			
LNAV/VNAV DA	1229-1½ 421 (500-1½)			
LNAV MDA	1220-1 412 (500-1)		1220-1¼ 412 (500-1¼)	
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

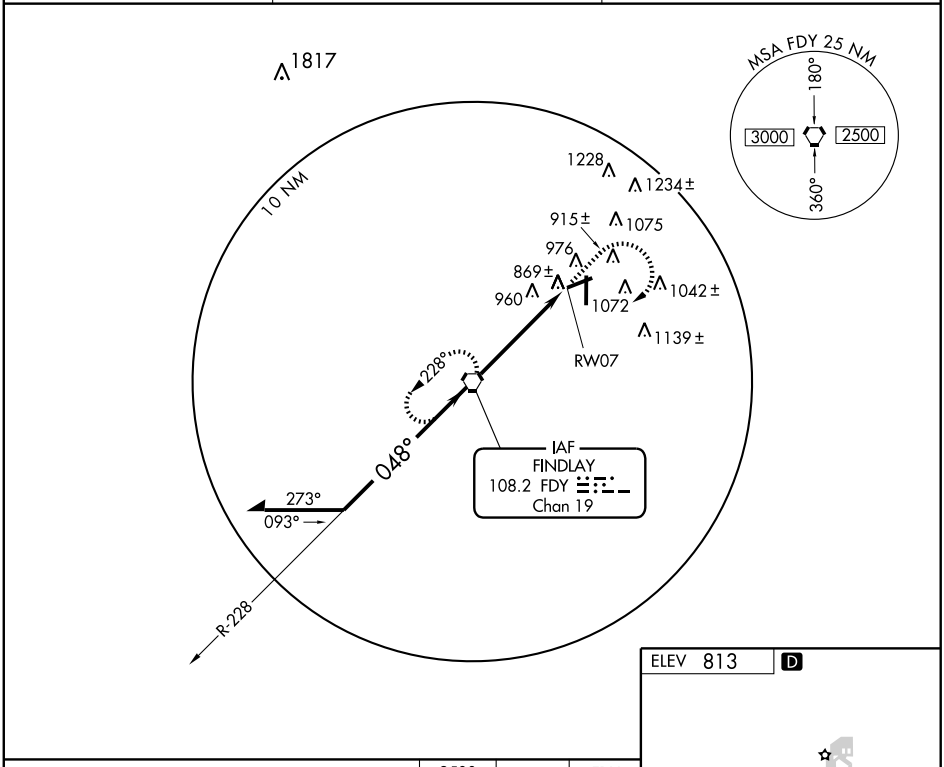
VORTAC FDY 108.2 Chan 19	APP CRS 048°	Rwy Idg 4558 TDZE 809 Apt Elev 813

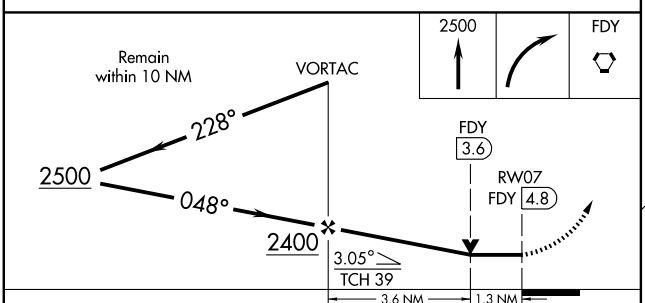
VOR RWY 7
FINDLAY (FDY)

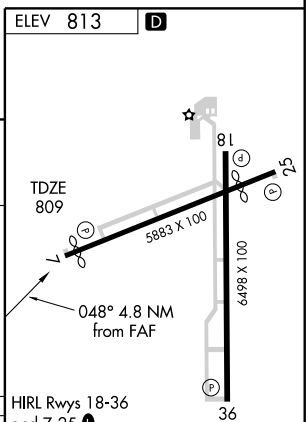
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDAs 80 feet.
VDP NA with Lima Allen County altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct FDY VORTAC and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L







HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L

CATEGORY	A	B	C	D
S-7	1260-1 451 (500-1)		1260-1¼ 451 (500-1¼)	1260-1½ 451 (500-1½)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR MAH	APP CRS	Rwy Idg	4558
114.9	253°	TDZE	812
		Apt Elev	813

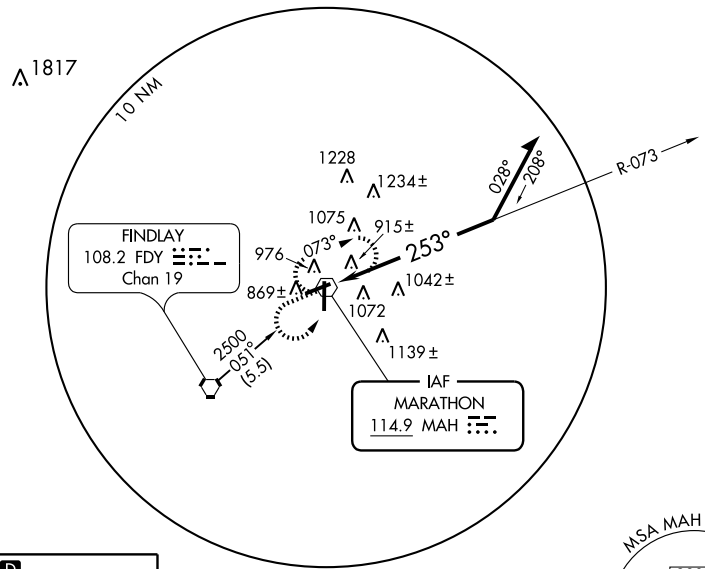
VOR RWY 25
FINDLAY (FDY)

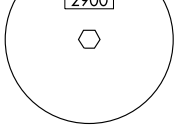
If local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDAs 80 feet.

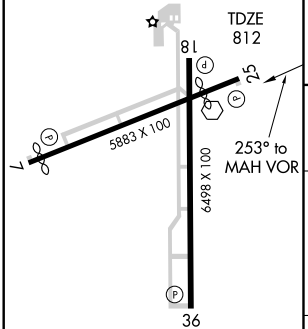
NA

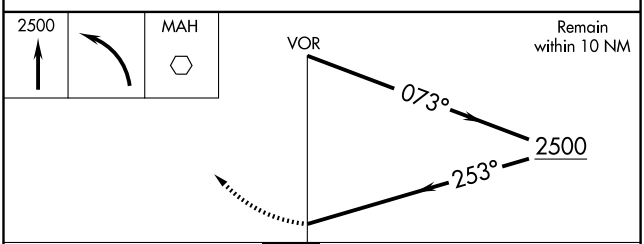
MISSED APPROACH: Climb to 2500 then left turn direct MAH VOR and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L









CATEGORY	A	B	C	D
S-25	1500-1	688 (700-1)	1500-2 688 (700-2)	1500-2¼ 688 (700-2¼)
CIRCLING	1500-1	687 (700-1)	1500-2 687 (700-2)	1500-2¼ 687 (700-2¼)

HIRL Rwys 18-36 and 7-25 L
REIL Rwys 7, 18, 25 and 36 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR MAH	APP CRS	Rwy Idg	6500
114.9	007°	TDZE	808
		Apt Elev	813

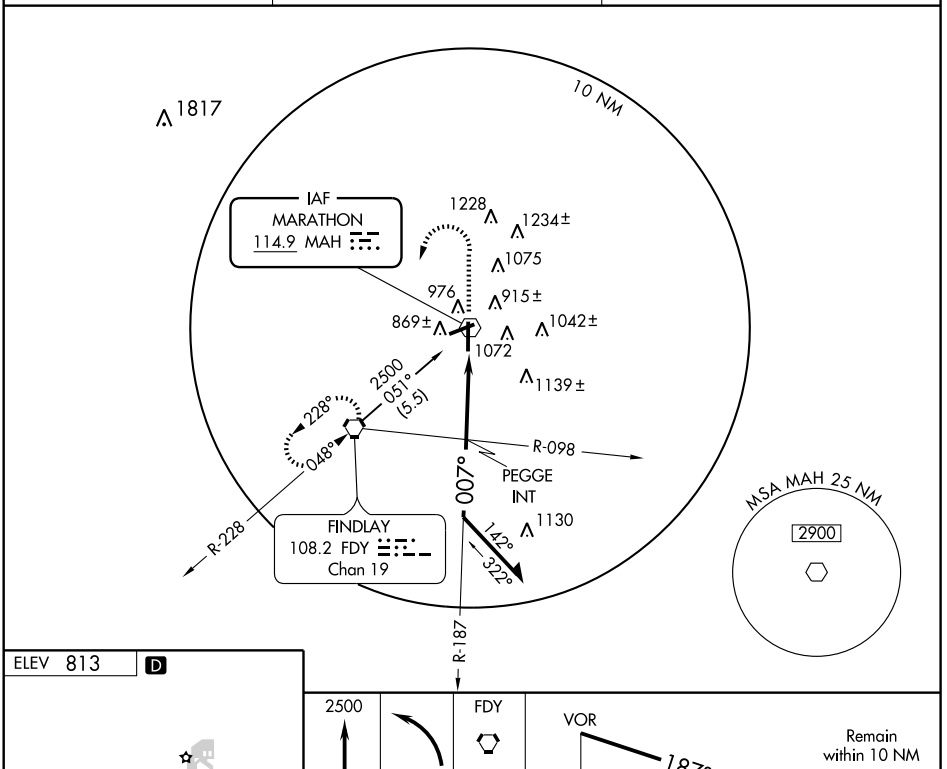
VOR RWY 36
FINDLAY (FDY)

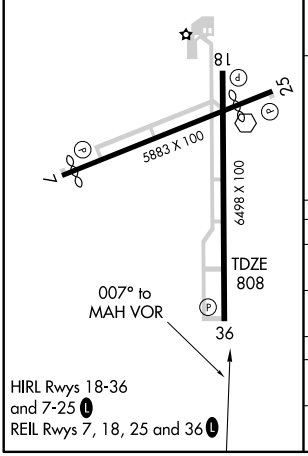
When local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDA 80 feet and increase all Cat C/D visibilities ¼ mile.

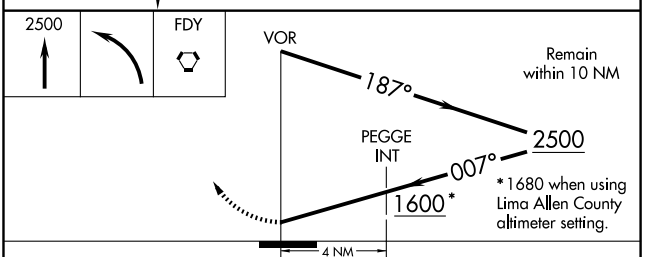
NA

MISSED APPROACH: Climb to 2500 then left turn direct FDY VORTAC and hold.

ASOS	TOLEDO APP CON	UNICOM
124.425	120.8 317.55	122.725 (CTAF) L



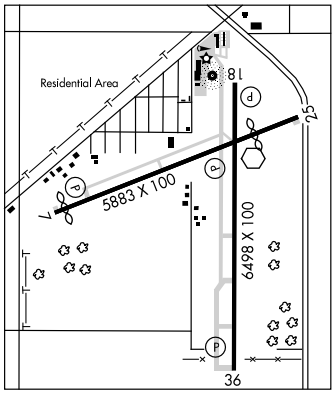




CATEGORY	A	B	C	D
S-36	1600-1 792 (800-1)	1600-1¼ 792 (800-1¼)	1600-2¼ 792 (800-2¼)	1600-2½ 792 (800-2½)
CIRCLING	1600-1 787 (800-1)	1600-1¼ 787 (800-1¼)	1600-2¼ 787 (800-2¼)	1600-2½ 787 (800-2½)
PEGGE FIX MINIMUMS				
S-36	1200-1 392 (400-1)			1200-1¼ 392 (400-1¼)
CIRCLING	1440-1 627 (700-1)		1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

FINDLAY (FDY) 1 SW UTC−5(−4DT) N41°00.72′ W83°40.12′ **DETROIT**
813 B **FUEL** 100LL, JET A NOTAM FILE FDY **H–10G, L–28J**
RWY 18–36: H6498X100 (ASPH) S–100, D–160, 2S–175, 2D–280 HIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 31′.
RWY 36: REIL. PAPI(P4L)—GA 3.5°TCH 55′. Trees.
RWY 07–25: H5883X100(ASPH) S–100, D–160, 2S–175, 2D–280 HIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 324′. Bridge.
RWY 25: REIL. PAPI(P4L)—GA 3.5°TCH 36′. Thld dsplcd 999′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5251 TODA–5251 ASDA–4881 LDA–4558
RWY 25: TORA–5786 TODA–5786 ASDA–5558 LDA–4558
AIRPORT REMARKS: Attended Sep–May Mon–Fri 1200–0100Z‡, Jun–Aug Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2300Z‡. Rwy 07–25 sfc has cracks and loose aggregate. ACTIVATE HIRL Rwy 07–25 and Rwy 18–36; REIL Rwy 07, Rwy 25, Rwy 18 and Rwy 36—CTAF. PAPI Rwy 07, Rwy 18, Rwy 25, and Rwy 36 opr 24 hrs. Ldg fee.
WEATHER DATA SOURCES: ASOS 124.425 (419) 427–8524.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.1R 108.2T (CLEVELAND RADIO) **RCO** 122.65 122.2 (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
(L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 5.2 NM to fld. 820/2W.
MARATHON (T) VORW 114.9 MAH N41°00.89′ W83°39.86′ at fld. Unmonitored.
BENTON RIDGE NDB (MHW) 334 BNR N41°01.27′ W83°40.15′ at fld. Unmonitored.



FOSTORIA METRO (FZI) 2 NE UTC−5(−4DT) N41°11.45′ W83°23.59′ **DETROIT**
752 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE **H–11A, L–28J, 29A**
RWY 09–27: H5005X100 (ASPH) S–30, D–35, 2D–52 MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. FBO ops Mon–Sat 1200–2100Z‡. PAPI Rwys 09 and 27 on low ints 24 hrs. To increase ints to high click 122.7 seven times. ACTIVATE MIRL Rwy 09–27 and REIL Rwys 09 and 27—CTAF. Rwy 09 REIL OTS indef. Twy lgts intermittent.
WEATHER DATA SOURCES: AWOS–3 124.625 (419) 436–0053.
COMMUNICATIONS: CTAF/UNICOM 122.7
FINDLAY RCO 122.1R 108.2T (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 21.7 NM to fld. 820/2W.
NDB (MHW) 379 FZI N41°11.36′ W83°23.83′ at fld. NOTAM FILE CLE.

FREMONT

FREMONT (14G) 2 SW UTC−5(−4DT) N41°19.99′ W83°09.67′ **DETROIT**
663 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–28J**
RWY 09–27: H4137X60 (ASPH) S–13 LIRL **IAP**
RWY 09: REIL. VASI(NSTD). Thld dsplcd 126′. Road. **RWY 27:** Trees.
RWY 18–36: 2238X130 (TURF)
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–2200Z‡, Sun 1700Z‡–2200Z‡. For fuel after hrs call 419–332–8037. ACTIVATE LIRL Rwy 09–27; REIL Rwy 09 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 110° 22.7 NM to fld. 660/2W.

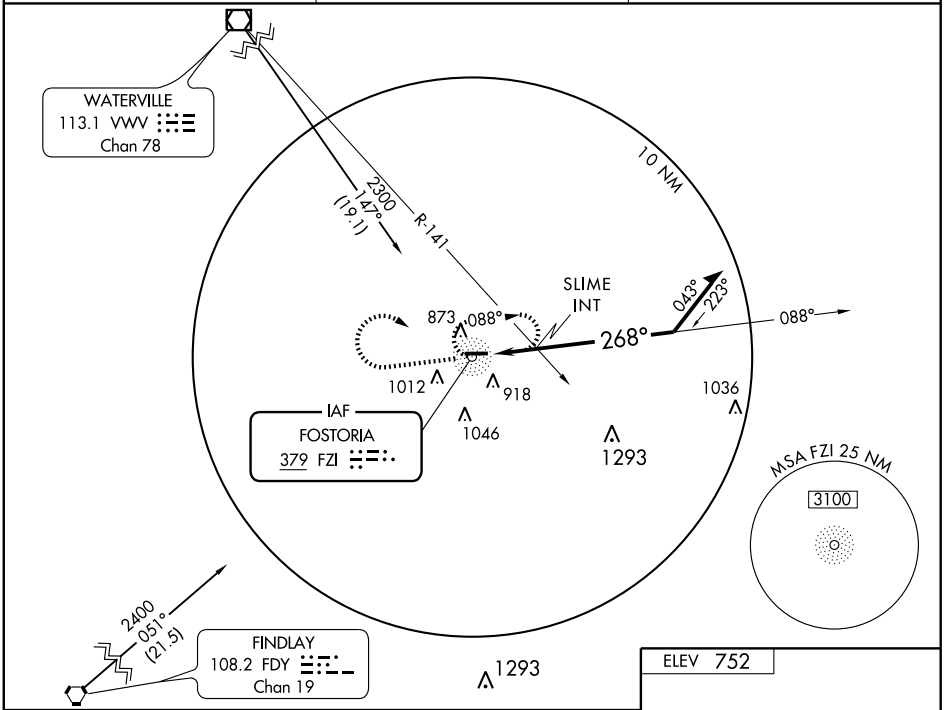
NDB FZI 379	APP CRS 268°	Rwy Idg 5005 TDZE 752 Apt Elev 752

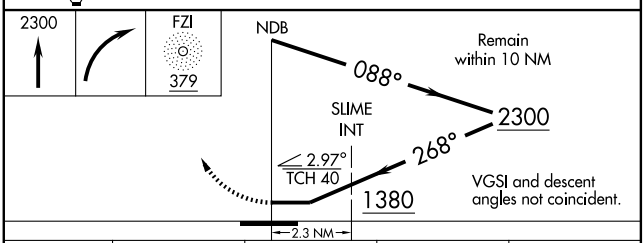
NDB RWY 27
FOSTORIA METROPOLITAN (FZI)

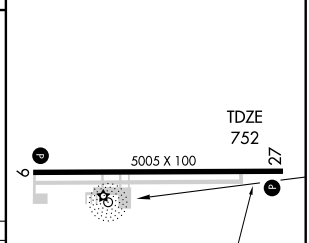
NA — Visibility reduction by helicopters NA.
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 then right turn direct FZI NDB and hold.

AWOS-3	TOLEDO APP CON	UNICOM
124.625	126.1 307.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-27	1380-1 628 (700-1)		1380-1¾ 628 (700-1¾)	NA
CIRCLING	1380-1 628 (700-1)		1380-1¾ 628 (700-1¾)	NA
SLIME INT MINIMUMS				
S-27	1240-1 488 (500-1)		1240-1¼ 488 (500-1¼)	NA
CIRCLING	1300-1 548 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5005
CH 45819	275°	TDZE 752
W27A		Apt Elev 752

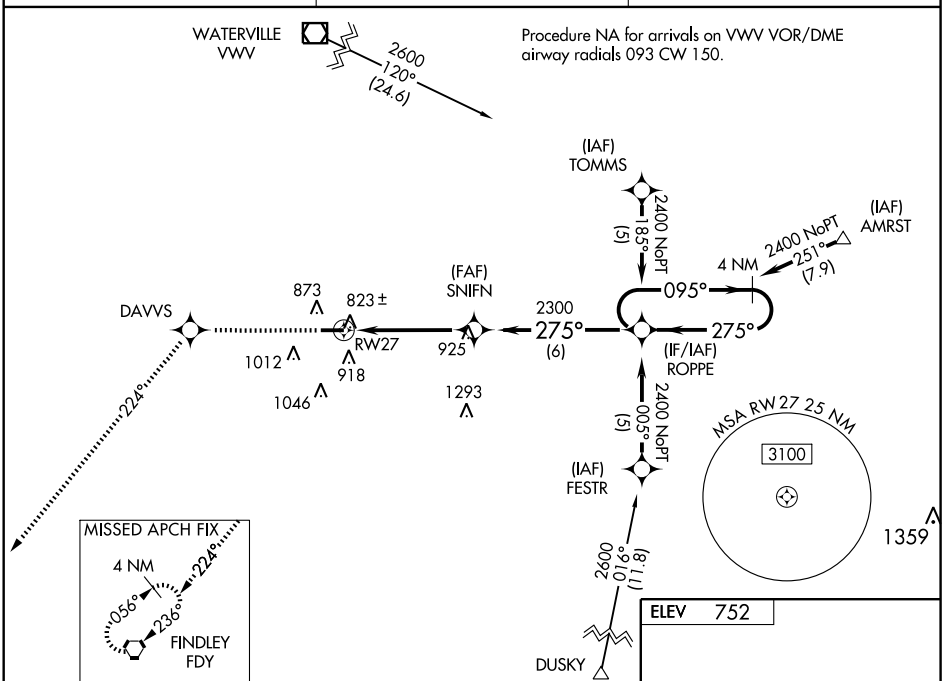
RNAV (GPS) RWY 27
FOSTORIA METROPOLITAN (FZI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Findlay altimeter setting.

NA

MISSED APPROACH: Climb to 2500 direct DAVVS and track 224° to FDY VORTAC and hold.

AWOS-3	TOLEDO APP CON	UNICOM
124.625	126.1 307.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1002-1 250 (300-1)			NA
LNAV/VNAV DA	1131-1¼ 379 (400-1¼)			NA
LNAV MDA	1160-1 408 (500-1)		1160-1¼ 408 (500-1¼)	NA
CIRCLING	1280-1 528 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FDY 108.2 Chan 19	APP CRS 051°	Rwy Idg N/A TDZE N/A Apt Elev 752

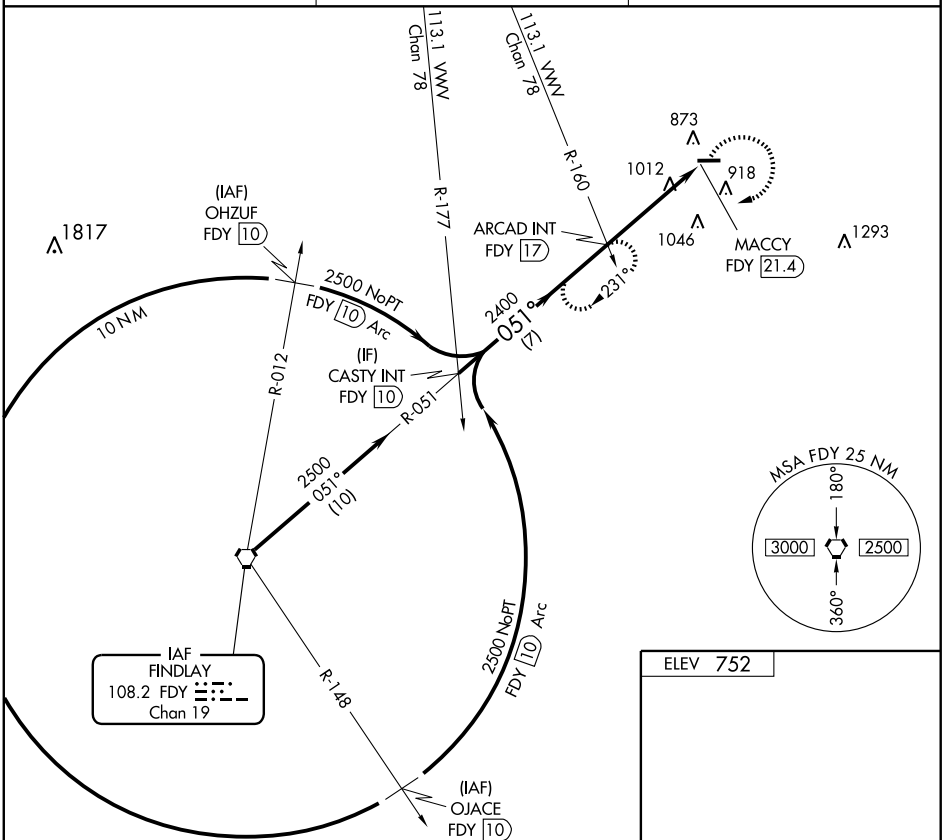
VOR-A

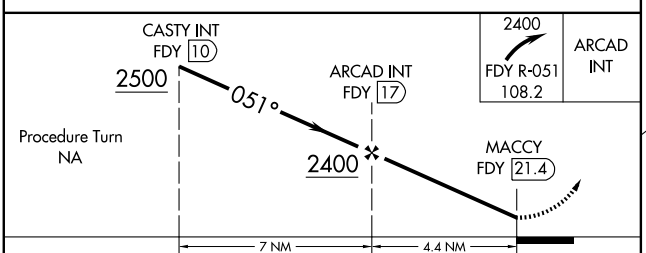
FOSTORIA METROPOLITAN (FZI)

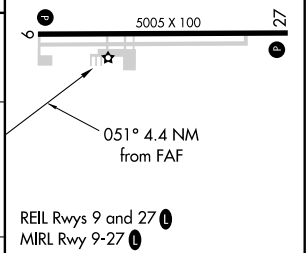
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 via FDY VORTAC R-051 to ARCAD Int/FDY 17 DME and hold.

AWOS-3	TOLEDO APP CON	UNICOM
124.625	126.1 307.0	122.7 (CTAF) L





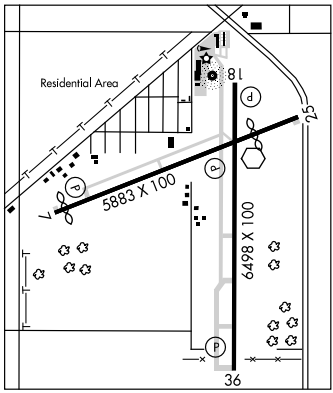


CATEGORY	A	B	C	D
CIRCLING	1400-1 648 (700-1)	1400-1¼ 648 (700-1¼)	1400-1¾ 648 (700-1¾)	NA

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

FINDLAY (FDY) 1 SW UTC−5(−4DT) N41°00.72′ W83°40.12′ **DETROIT**
813 B **FUEL** 100LL, JET A NOTAM FILE FDY **H–10G, L–28J**
RWY 18–36: H6498X100 (ASPH) S–100, D–160, 2S–175, 2D–280 HIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 31′.
RWY 36: REIL. PAPI(P4L)—GA 3.5°TCH 55′. Trees.
RWY 07–25: H5883X100(ASPH) S–100, D–160, 2S–175, 2D–280 HIRL
RWY 07: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Thld dsplcd 324′. Bridge.
RWY 25: REIL. PAPI(P4L)—GA 3.5°TCH 36′. Thld dsplcd 999′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5251 TODA–5251 ASDA–4881 LDA–4558
RWY 25: TORA–5786 TODA–5786 ASDA–5558 LDA–4558
AIRPORT REMARKS: Attended Sep–May Mon–Fri 1200–0100Z‡, Jun–Aug Mon–Fri 1200–0200Z‡, Sat–Sun 1400–2300Z‡. Rwy 07–25 sfc has cracks and loose aggregate. ACTIVATE HIRL Rwy 07–25 and Rwy 18–36; REIL Rwy 07, Rwy 25, Rwy 18 and Rwy 36—CTAF. PAPI Rwy 07, Rwy 18, Rwy 25, and Rwy 36 opr 24 hrs. Ldg fee.
WEATHER DATA SOURCES: ASOS 124.425 (419) 427–8524.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.1R 108.2T (CLEVELAND RADIO) **RCO** 122.65 122.2 (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
(L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 5.2 NM to fld. 820/2W.
MARATHON (T) VORW 114.9 MAH N41°00.89′ W83°39.86′ at fld. Unmonitored.
BENTON RIDGE NDB (MHW) 334 BNR N41°01.27′ W83°40.15′ at fld. Unmonitored.



FOSTORIA METRO (FZI) 2 NE UTC−5(−4DT) N41°11.45′ W83°23.59′ **DETROIT**
752 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE **H–11A, L–28J, 29A**
RWY 09–27: H5005X100 (ASPH) S–30, D–35, 2D–52 MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Trees. **RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. FBO ops Mon–Sat 1200–2100Z‡. PAPI Rwys 09 and 27 on low ints 24 hrs. To increase ints to high click 122.7 seven times. ACTIVATE MIRL Rwy 09–27 and REIL Rwys 09 and 27—CTAF. Rwy 09 REIL OTS indef. Twy lgts intermittent.
WEATHER DATA SOURCES: AWOS–3 124.625 (419) 436–0053.
COMMUNICATIONS: CTAF/UNICOM 122.7
FINDLAY RCO 122.1R 108.2T (CLEVELAND RADIO)
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 051° 21.7 NM to fld. 820/2W.
NDB (MHW) 379 FZI N41°11.36′ W83°23.83′ at fld. NOTAM FILE CLE.

FREMONT

FREMONT (14G) 2 SW UTC−5(−4DT) N41°19.99′ W83°09.67′ **DETROIT**
663 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–28J**
RWY 09–27: H4137X60 (ASPH) S–13 LIRL **IAP**
RWY 09: REIL. VASI(NSTD). Thld dsplcd 126′. Road. **RWY 27:** Trees.
RWY 18–36: 2238X130 (TURF)
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–2200Z‡, Sun 1700Z‡–2200Z‡. For fuel after hrs call 419–332–8037. ACTIVATE LIRL Rwy 09–27; REIL Rwy 09 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **TOLEDO APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 110° 22.7 NM to fld. 660/2W.

APP CRS	Rwy Idg	4011
095°	TDZE	663
	Apt Elev	663

RNAV (GPS) RWY 9

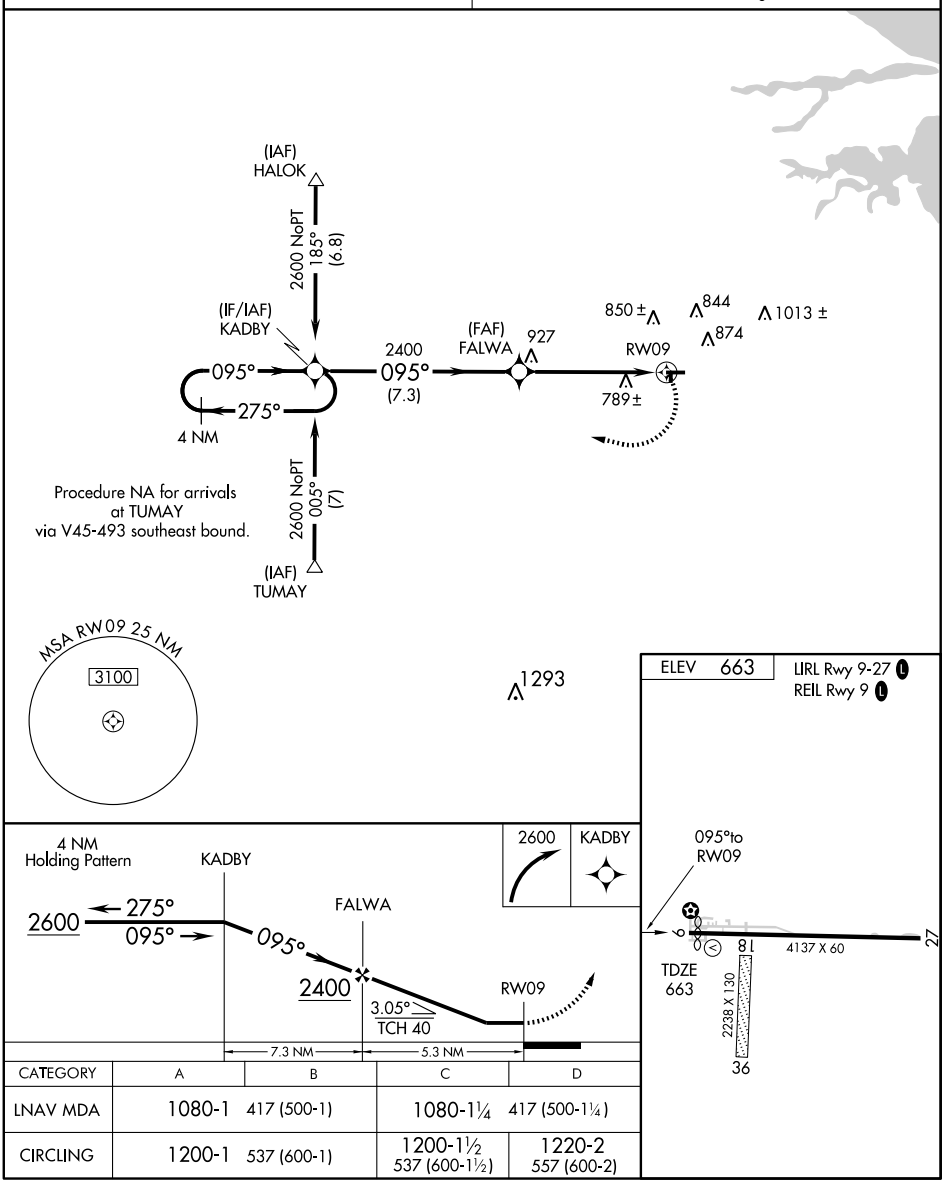
FREMONT (14G)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Sandusky County Rgnl altimeter setting; when not received use Metcalf Field altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 2600 direct KADBY and hold.

TOLEDO APP CON	UNICOM
126.1 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1080-1 417 (500-1)		1080-1¼ 417 (500-1¼)	
CIRCLING	1200-1 537 (600-1)		1200-1½ 537 (600-1½)	1220-2 557 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME VWV 113.1 Chan 78	APP CRS 110°	Rwy Idg 4011 TDZE 663 Apt Elev 663

VOR RWY 9

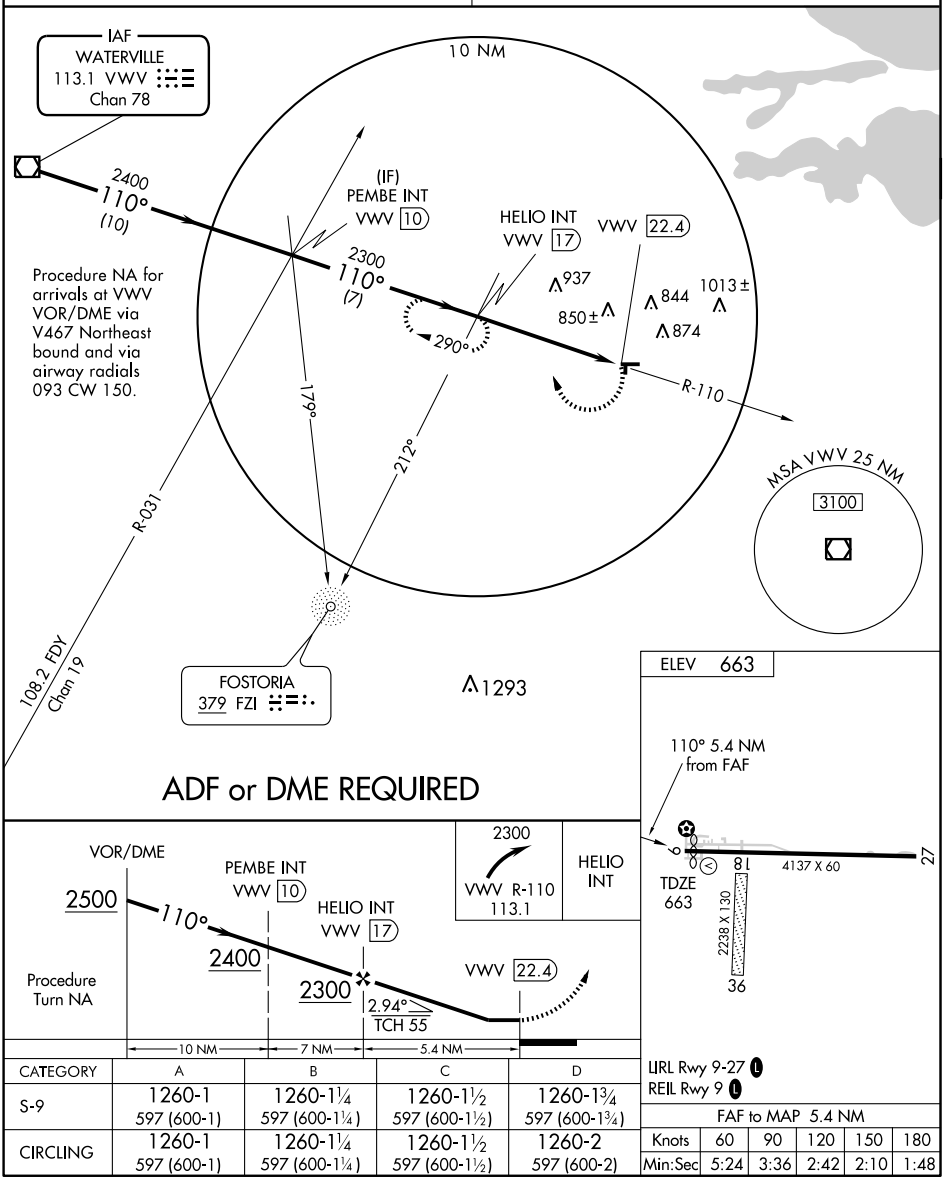
FREMONT (14G)

ADF or DME required. Use Sandusky County Rgnl altimeter setting; when not received, use Metcalf Field altimeter setting and increase all MDA 40 feet, increase S-9 Cats C and D and Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 2300 via VWV VOR/DME R-110 to HELIO Int/VWV 17 DME and hold.

TOLEDO APP CON	UNICOM
126.1 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-9	1260-1 597 (600-1)	1260-1¼ 597 (600-1¼)	1260-1½ 597 (600-1½)	1260-1¾ 597 (600-1¾)
CIRCLING	1260-1 597 (600-1)	1260-1¼ 597 (600-1¼)	1260-1½ 597 (600-1½)	1260-2 597 (600-2)

LIRL Rwy 9-27 L
REIL Rwy 9 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY CO RGNL (S24) 5 SE UTC−5(−4DT) N41°17.74′ W83°02.23′ **DETROIT**
665 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE CLE **H–10G, L–28J**
RWY 06–24: H5500X100 (ASPH) S–30 MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 42′.
AIRPORT REMARKS: Attended 1200–2300Z‡. After hrs call 419–547–0131 or 419–360–3610. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 06–24—CTAF. Ldg fee for light twin acft 4500 pounds and larger.
WEATHER DATA SOURCES: AWOS–3 119.575 (419) 547–6932.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MANSFIELD APP/DEP CON** 127.35 (360°–180°) 1100–0400Z‡
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9 (360°–180°) 0400–1100Z‡
Ⓡ **TOLEDO APP/DEP CON** 126.1 (180°–360°)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
(L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 248° 19.2 NM to fld.

FULER N40°04.42′ W83°11.89′ NOTAM FILE OSU. **DETROIT**
NDB (MHW/LOM) 515 OS 091° 5.8 NM to Ohio State University. **L–29A**

FULTON CO (See WAUSEON)

GALION MUNI (GQQ) 3 NE UTC−5(−4DT) N40°45.20′ W82°43.43′ **DETROIT**
1224 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**
RWY 05–23: H3505X75 (ASPH) S–12 MIRL **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33′. Thld dsplcd 188′. P–line.
RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Student training activity. Fuel self service–24 hrs with credit card. Rwy 23 VASI OTS indef. ACTIVATE MIRL Rwy 05–23; VASI and REIL Rwy 23; REIL Rwy 05 2300–1100Z‡—CTAF. ACTIVATE PAPI Rwy 05—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 224° 9.2 NM to fld. 1210/3W.

GALLIA–MEIGS RGNL (See GALLIPOLIS)

GALLIPOLIS N38°50.01′ W82°09.69′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 420 GAS at Gallia–Meigs Rgnl. VFR only.
RCO 121.65 (DAYTON RADIO)

GALLIPOLIS

GALLIA–MEIGS RGNL (GAS) 2 NE UTC−5(−4DT) N38°50.05′ W82°09.81′ **CINCINNATI**
566 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–26H**
RWY 05–23: H3998X75 (ASPH) S–30 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 3.0° TCH 40′. Fence. **RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Brush.
AIRPORT REMARKS: Attended 1400–2200Z‡. FBO CLOSED Thanksgiving, Christmas and New Years Day. Deer and birds on and invof arpt. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23; PAPI Rwys 05 and 23, REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (740) 446–2149.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HUNTINGTON APP/DEP CON** 128.4 **CLNC DEL** 124.55
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 310° 8 NM to fld. 880/03W.
GALLIPOLIS NDB (MHW) 420 GAS N38°50.01′ W82°09.69′ at fld. NOTAM FILE DAY. VFR only.

GARRETTSVILLE

GATES (7D8) 4 N UTC−5(−4DT) N41°21.07′ W81°05.97′ **DETROIT**
1110 NOTAM FILE CLE Not insp.
RWY 08–26: 2800X100 (TURF–GRVL)
RWY 08: Fence. **RWY 26:** Trees.
AIRPORT REMARKS: Attended Apr–Nov dalgt hrs. Ldg PPR only Dec thru Mar call 216–548–4511. Parachute Jumping. Rwy drops 10′ on E end. Rwy 26 has 16′ hill/brush starting 0′ from rwy apch end.
COMMUNICATIONS: CTAF 122.9

GATES (See GARRETTSVILLE)

APP CRS	Rwy Idg	5500
067°	TDZE	665
	Apt Elev	665

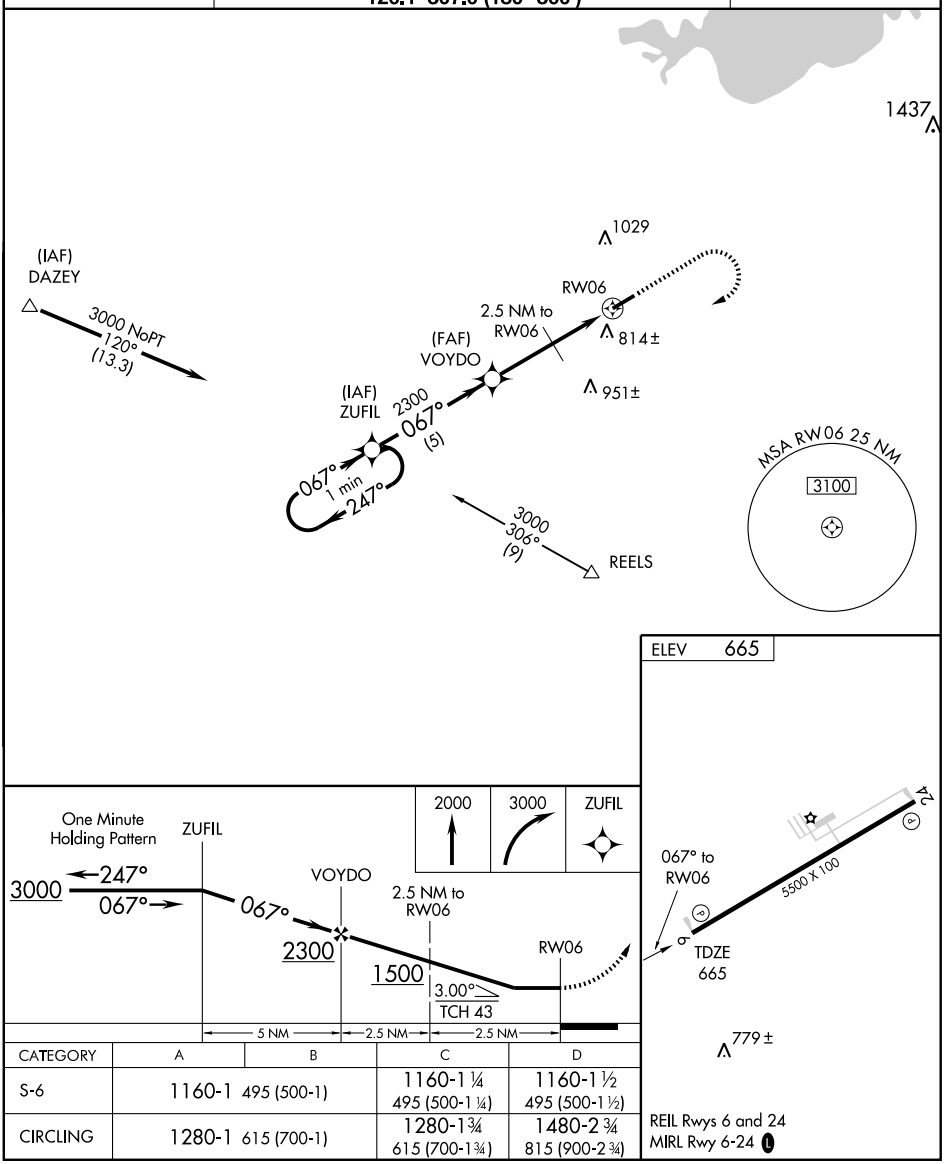
GPS RWY 6

FREMONT/ SANDUSKY COUNTY RGNL (S24)

NA — When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct ZUFIL WP and hold.

AWOS-3	MANSFIELD APP CON	UNICOM
119.575	127.35 390.8 (360° - 180°)	123.05 (CTAF) L
	TOLEDO APP CON	
	126.1 307.0 (180°-360°)	



CATEGORY	A	B	C	D
S-6	1160-1 495 (500-1)		1160-1 ¼ 495 (500-1 ¼)	1160-1 ½ 495 (500-1 ½)
CIRCLING	1280-1 615 (700-1)		1280-1 ¾ 615 (700-1 ¾)	1480-2 ¾ 815 (900-2 ¾)

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
247°	TDZE	662
	Apt Elev	665

GPS RWY 24

FREMONT/ SANDUSKY COUNTY RGNL (S24)

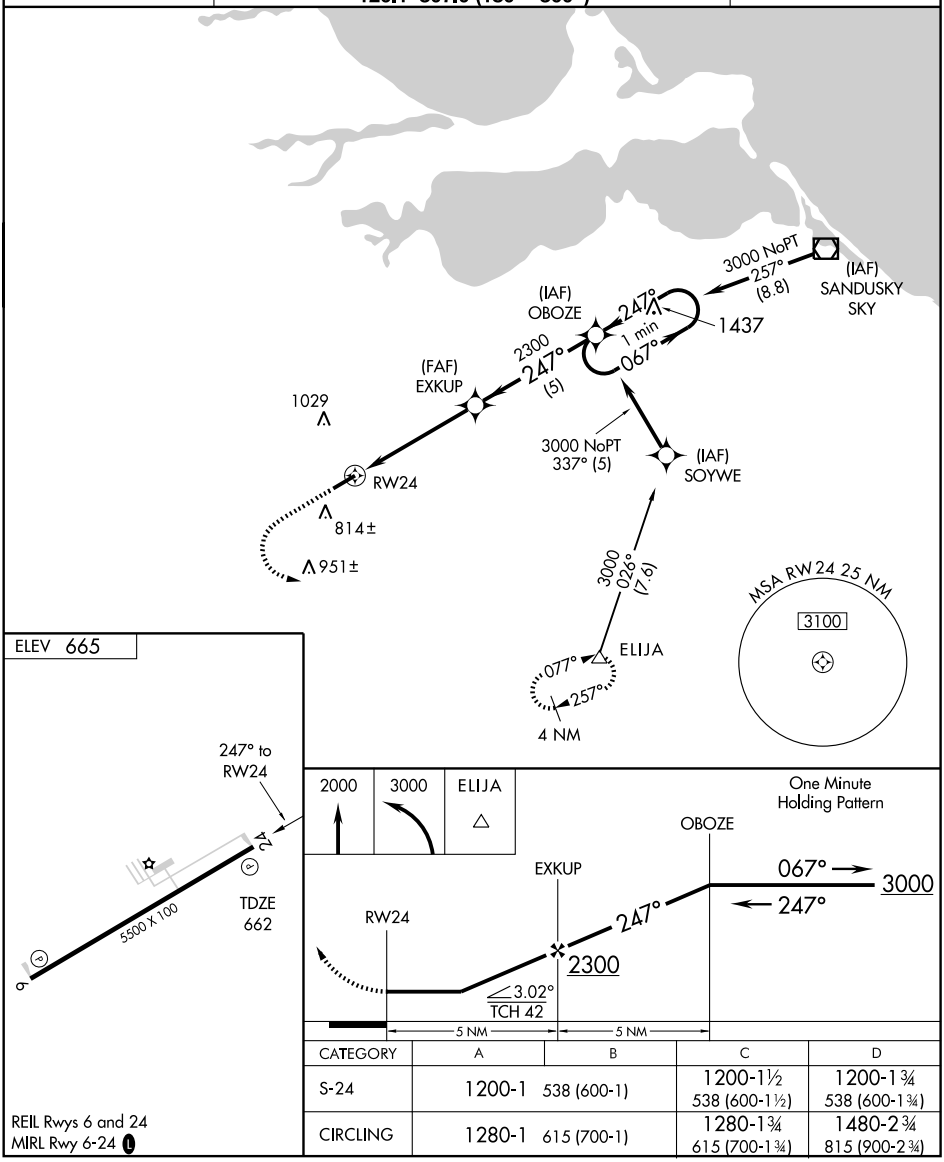
NA

When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ELIJA and hold.

AWOS-3	MANSFIELD APP CON★	UNICOM
119.575	127.35 390.8 (360° - 180°)	123.05 (CTAF) L
	TOLEDO APP CON	
	126.1 307.0 (180° - 360°)	

EC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-24	1200-1	538 (600-1)	1200-1½ 538 (600-1½)	1200-1¾ 538 (600-1¾)
CIRCLING	1280-1	615 (700-1)	1280-1¾ 615 (700-1¾)	1480-2¾ 815 (900-2¾)

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SKY 109.2 Chan 29	APP CRS 249°	Rwy Idg 5500 TDZE 662 Apt Elev 665

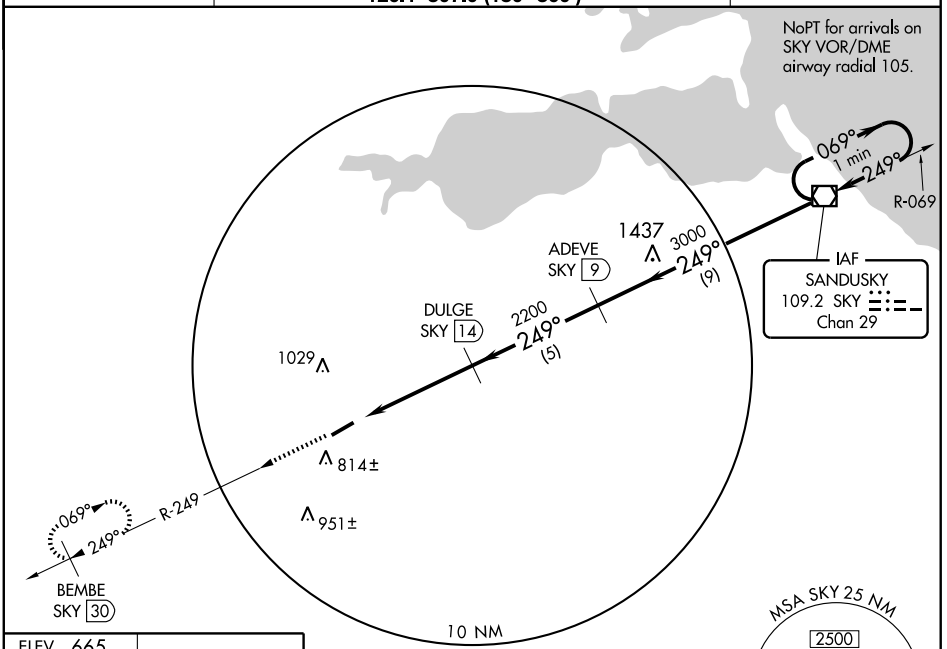
VOR/DME RWY 24

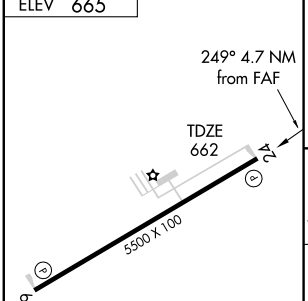
FREMONT/ SANDUSKY COUNTY RGNL (S24)

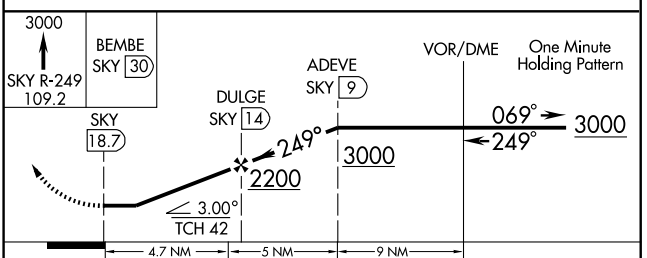
NA — If local altimeter not received use Toledo Express altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 via SKY R-249 to BEMBE/30 DME and hold.

AWOS-3 119.575	MANSFIELD APP CON★ 127.35 390.8 (360° - 180°) TOLEDO APP CON 126.1 307.0 (180°-360°)	UNICOM 123.05 (CTAF)L







CATEGORY	A	B	C	D
S-24	1260-1 598 (600-1)		1260-1½ 598 (600-1½)	1260-1¾ 598 (600-1¾)
CIRCLING	1260-1 595 (600-1)		1260-1½ 595 (600-1½)	1480-2¾ 815 (900-2¾)

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY CO RGNL (S24) 5 SE UTC−5(−4DT) N41°17.74′ W83°02.23′ **DETROIT**
665 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE CLE **H–10G, L–28J**
RWY 06–24: H5500X100 (ASPH) S–30 MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 42′.
AIRPORT REMARKS: Attended 1200–2300Z‡. After hrs call 419–547–0131 or 419–360–3610. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 06–24—CTAF. Ldg fee for light twin acft 4500 pounds and larger.
WEATHER DATA SOURCES: AWOS–3 119.575 (419) 547–6932.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MANSFIELD APP/DEP CON** 127.35 (360°–180°) 1100–0400Z‡
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9 (360°–180°) 0400–1100Z‡
Ⓡ **TOLEDO APP/DEP CON** 126.1 (180°–360°)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
(L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 248° 19.2 NM to fld.

FULER N40°04.42′ W83°11.89′ NOTAM FILE OSU. **DETROIT**
NDB (MHW/LOM) 515 OS 091° 5.8 NM to Ohio State University. **L–29A**

FULTON CO (See WAUSEON)

GALION MUNI (GQQ) 3 NE UTC−5(−4DT) N40°45.20′ W82°43.43′ **DETROIT**
1224 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**
RWY 05–23: H3505X75 (ASPH) S–12 MIRL **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33′. Thld dsplcd 188′. P–line.
RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Student training activity. Fuel self service–24 hrs with credit card. Rwy 23 VASI OTS indef. ACTIVATE MIRL Rwy 05–23; VASI and REIL Rwy 23; REIL Rwy 05 2300–1100Z‡—CTAF. ACTIVATE PAPI Rwy 05—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 224° 9.2 NM to fld. 1210/3W.

GALLIA–MEIGS RGNL (See GALLIPOLIS)

GALLIPOLIS N38°50.01′ W82°09.69′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 420 GAS at Gallia–Meigs Rgnl. VFR only.
RCO 121.65 (DAYTON RADIO)

GALLIPOLIS

GALLIA–MEIGS RGNL (GAS) 2 NE UTC−5(−4DT) N38°50.05′ W82°09.81′ **CINCINNATI**
566 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–26H**
RWY 05–23: H3998X75 (ASPH) S–30 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 3.0° TCH 40′. Fence. **RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Brush.
AIRPORT REMARKS: Attended 1400–2200Z‡. FBO CLOSED Thanksgiving, Christmas and New Years Day. Deer and birds on and invof arpt. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23; PAPI Rwys 05 and 23, REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (740) 446–2149.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HUNTINGTON APP/DEP CON** 128.4 **CLNC DEL** 124.55
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 310° 8 NM to fld. 880/03W.
GALLIPOLIS NDB (MHW) 420 GAS N38°50.01′ W82°09.69′ at fld. NOTAM FILE DAY. VFR only.

GARRETTSVILLE

GATES (7D8) 4 N UTC−5(−4DT) N41°21.07′ W81°05.97′ **DETROIT**
1110 NOTAM FILE CLE Not insp.
RWY 08–26: 2800X100 (TURF–GRVL)
RWY 08: Fence. **RWY 26:** Trees.
AIRPORT REMARKS: Attended Apr–Nov dalgt hrs. Ldg PPR only Dec thru Mar call 216–548–4511. Parachute Jumping. Rwy drops 10′ on E end. Rwy 26 has 16′ hill/brush starting 0′ from rwy apch end.
COMMUNICATIONS: CTAF 122.9

GATES (See GARRETTSVILLE)

VORTAC MFD 108.8 Chan 25	APP CRS 050°	Rwy Idg 3317 TDZE 1225 Apt Elev 1225

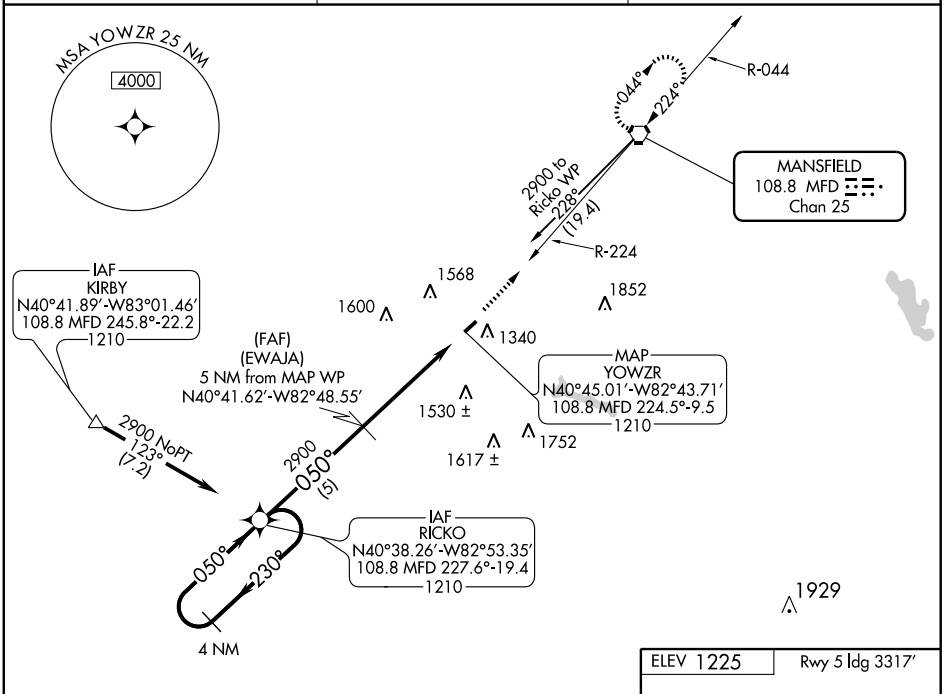
VOR/DME RNAV or GPS RWY 5

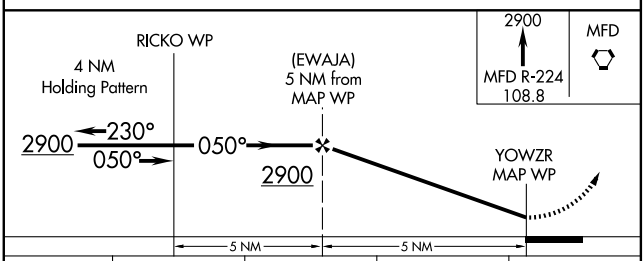
GALION MUNI (GQQ)

NA — Use Mansfield altimeter setting; when not received, use Port Columbus Intl altimeter setting.

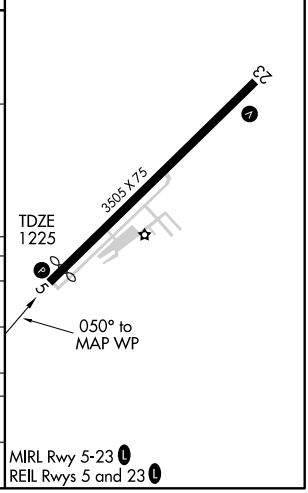
MISSED APPROACH: Climb to 2900 via MFD R-224 to MFD VORTAC and hold.

MANSFIELD APP CON ★	CLNC DEL	UNICOM
124.2 390.8	126.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-5	1760-1	535 (600-1)	1760-1½ 535 (600-1½)	NA
CIRCLING	1800-1	575 (600-1)	1800-1½ 575 (600-1½)	NA
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-5	1900-1	675 (700-1)	1900-2 675 (700-2)	NA
CIRCLING	1940-1	715 (800-1)	1940-2 715 (800-2)	NA



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MFD 108.8 Chan 25	APP CRS 224°	Rwy Idg 3505 TDZE 1225 Apt Elev 1225

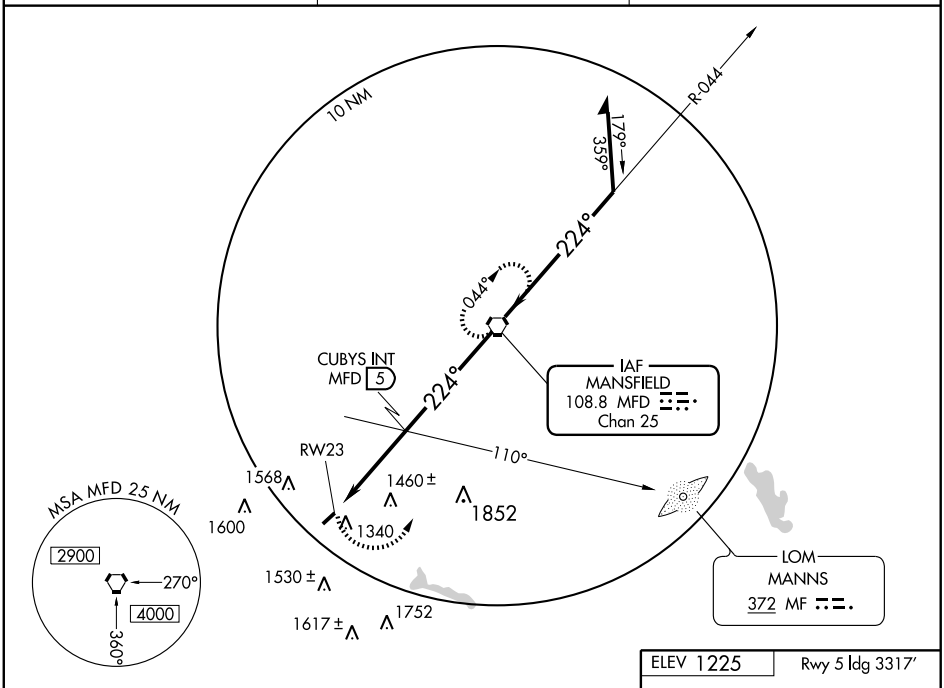
VOR or GPS RWY 23

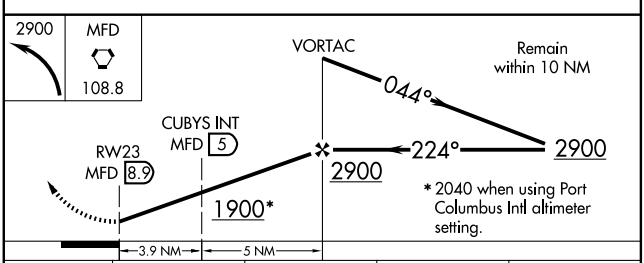
GALION MUNI (GQQ)

⚠ NA — Use Mansfield altimeter setting; when not received, use Port Columbus Intl altimeter setting and increase all MDAs 140 feet and all visibilities ½ mile.

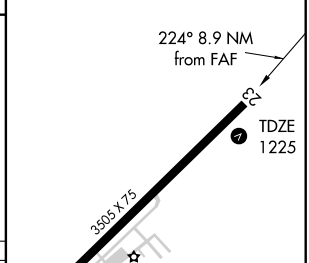
MISSED APPROACH: Climbing left turn to 2900 direct MFD VORTAC and hold.

MANSFIELD APP CON ★	CLNC DEL	UNICOM
124.2 390.8	126.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-23	1900-1	675 (700-1)	1900-2 675 (700-2)	NA
CIRCLING	1900-1	675 (700-1)	1900-2 675 (700-2)	NA
CUBYS FIX MINIMUMS				
S-23	1760-1	535 (600-1)	1760-1½ 535 (600-1½)	NA
CIRCLING	1800-1	575 (600-1)	1800-1½ 575 (600-1½)	NA



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 8.9 NM					
Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY CO RGNL (S24) 5 SE UTC−5(−4DT) N41°17.74′ W83°02.23′ **DETROIT**
665 B S2 **FUEL** 100LL, JET A OX 2 NOTAM FILE CLE **H–10G, L–28J**
RWY 06–24: H5500X100 (ASPH) S–30 MIRL **IAP**
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree. **RWY 24:** REIL. PAPI(P4L)—GA 3.0° TCH 42′.
AIRPORT REMARKS: Attended 1200–2300Z‡. After hrs call 419–547–0131 or 419–360–3610. Birds and deer on and invof arpt. ACTIVATE MIRL Rwy 06–24—CTAF. Ldg fee for light twin acft 4500 pounds and larger.
WEATHER DATA SOURCES: AWOS–3 119.575 (419) 547–6932.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MANSFIELD APP/DEP CON** 127.35 (360°–180°) 1100–0400Z‡
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9 (360°–180°) 0400–1100Z‡
Ⓡ **TOLEDO APP/DEP CON** 126.1 (180°–360°)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
(L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 248° 19.2 NM to fld.

FULER N40°04.42′ W83°11.89′ NOTAM FILE OSU. **DETROIT**
NDB (MHW/LOM) 515 OS 091° 5.8 NM to Ohio State University. **L–29A**

FULTON CO (See WAUSEON)

GALION MUNI (GQQ) 3 NE UTC−5(−4DT) N40°45.20′ W82°43.43′ **DETROIT**
1224 B S4 **FUEL** 100LL NOTAM FILE CLE **L–29A**
RWY 05–23: H3505X75 (ASPH) S–12 MIRL **IAP**
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 33′. Thld dsplcd 188′. P–line.
RWY 23: REIL. VASI(V2L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Student training activity. Fuel self service–24 hrs with credit card. Rwy 23 VASI OTS indef. ACTIVATE MIRL Rwy 05–23; VASI and REIL Rwy 23; REIL Rwy 05 2300–1100Z‡—CTAF. ACTIVATE PAPI Rwy 05—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 224° 9.2 NM to fld. 1210/3W.

GALLIA–MEIGS RGNL (See GALLIPOLIS)

GALLIPOLIS N38°50.01′ W82°09.69′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 420 GAS at Gallia–Meigs Rgnl. VFR only.
RCO 121.65 (DAYTON RADIO)

GALLIPOLIS

GALLIA–MEIGS RGNL (GAS) 2 NE UTC−5(−4DT) N38°50.05′ W82°09.81′ **CINCINNATI**
566 B S2 **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–26H**
RWY 05–23: H3998X75 (ASPH) S–30 MIRL **IAP**
RWY 05: PAPI(P2L)—GA 3.0° TCH 40′. Fence. **RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Brush.
AIRPORT REMARKS: Attended 1400–2200Z‡. FBO CLOSED Thanksgiving, Christmas and New Years Day. Deer and birds on and invof arpt. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23; PAPI Rwys 05 and 23, REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (740) 446–2149.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **HUNTINGTON APP/DEP CON** 128.4 **CLNC DEL** 124.55
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 310° 8 NM to fld. 880/03W.
GALLIPOLIS NDB (MHW) 420 GAS N38°50.01′ W82°09.69′ at fld. NOTAM FILE DAY. VFR only.

GARRETTSVILLE

GATES (7D8) 4 N UTC−5(−4DT) N41°21.07′ W81°05.97′ **DETROIT**
1110 NOTAM FILE CLE Not insp.
RWY 08–26: 2800X100 (TURF–GRVL)
RWY 08: Fence. **RWY 26:** Trees.
AIRPORT REMARKS: Attended Apr–Nov dalgt hrs. Ldg PPR only Dec thru Mar call 216–548–4511. Parachute Jumping. Rwy drops 10′ on E end. Rwy 26 has 16′ hill/brush starting 0′ from rwy apch end.
COMMUNICATIONS: CTAF 122.9

GATES (See GARRETTSVILLE)

APP CRS	Rwy ldg	3998
235°	TDZE	567
	Apt Elev	567

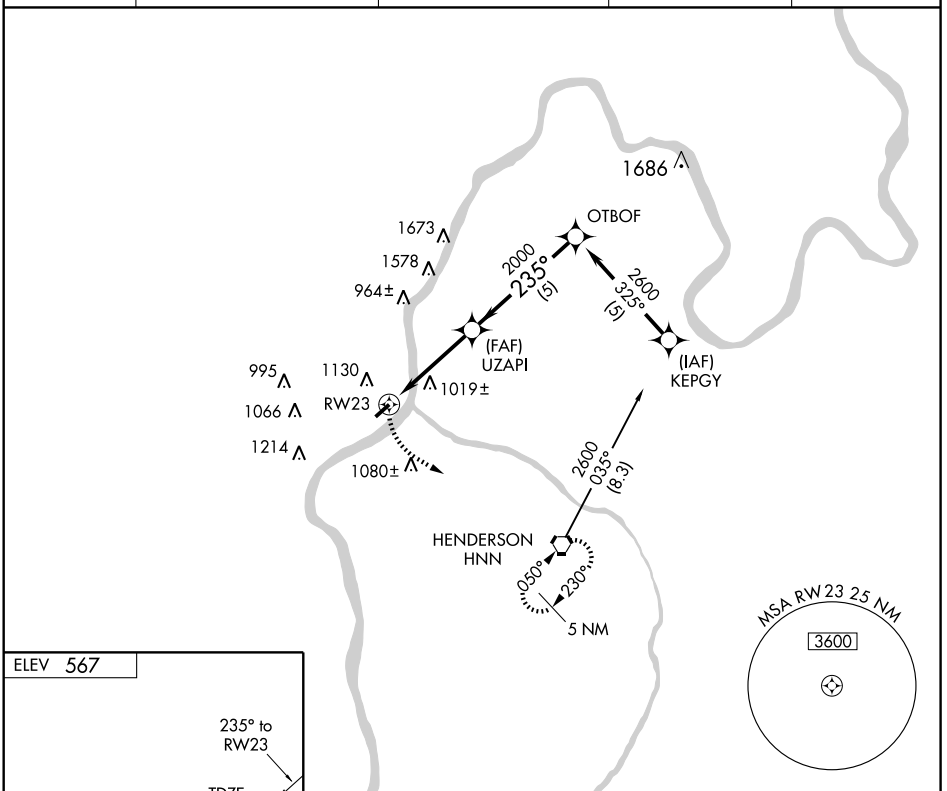
GPS RWY 23

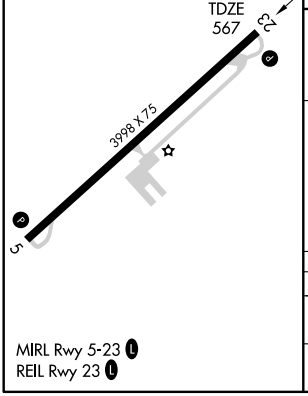
GALLIPOLIS / GALLIA-MEIGS RGNL (GAS)

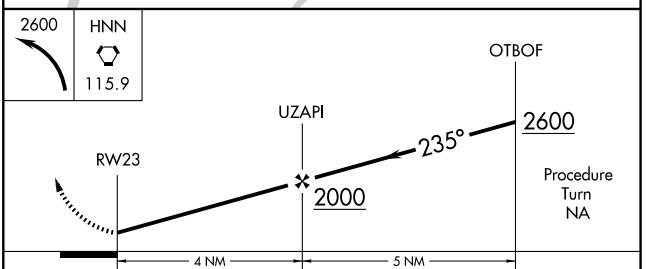
NA

MISSED APPROACH: Climbing left turn to 2600 direct HNN VORTAC and hold.

AWOS-3	POINT PLEASANT AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
119.925	119.675	128.4 270.1	124.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-23	1420-1 853 (900-1)	1420-1¼ 853 (900-1¼)	1420-2½ 853 (900-2½)	1420-2¾ 853 (900-2¾)
CIRCLING	1480-1¼ 913 (1000-1¼)		1480-2¾ 913 (1000-2¾)	1480-3 913 (1000-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC HNN 115.9 Chan 106	APP CRS 310°	Rwy Idg N/A TDZE N/A Apt Elev 567

VOR or GPS-B

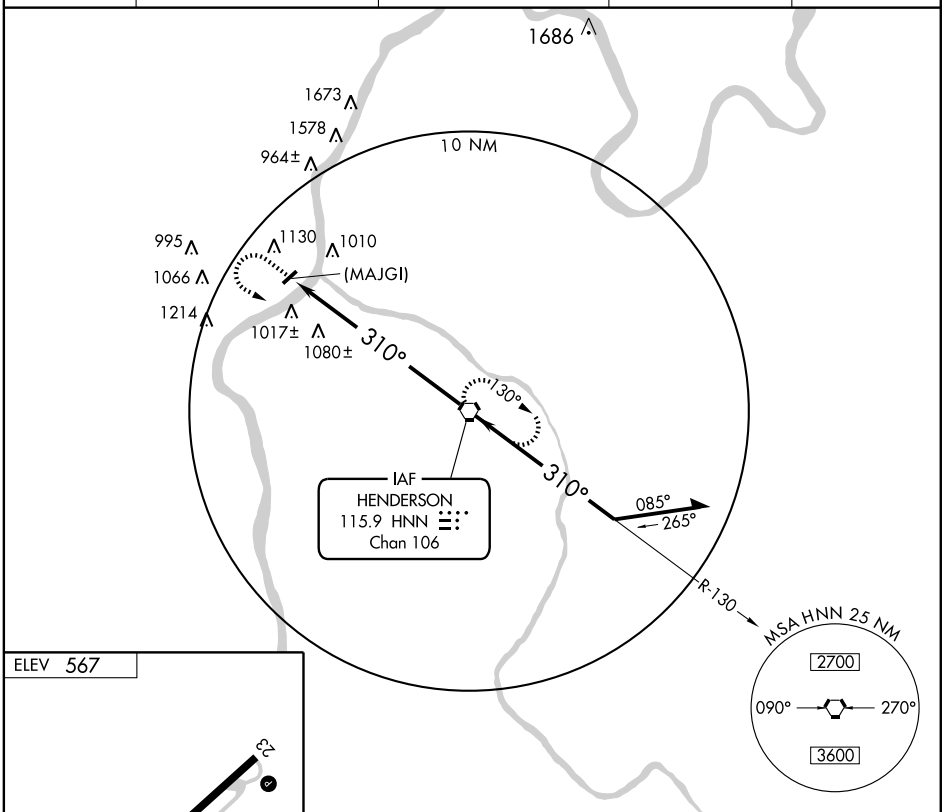
GALLIPOLIS / GALLIA-MEIGS RGNL (GAS)

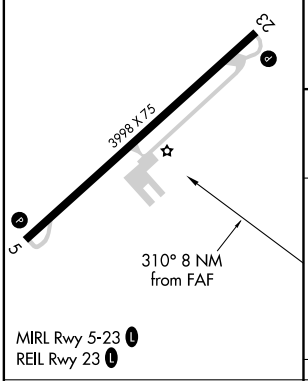
Use Point Pleasant, WV altimeter setting; if not received, use Huntington, WV altimeter setting and increase all MDAs 80 feet.

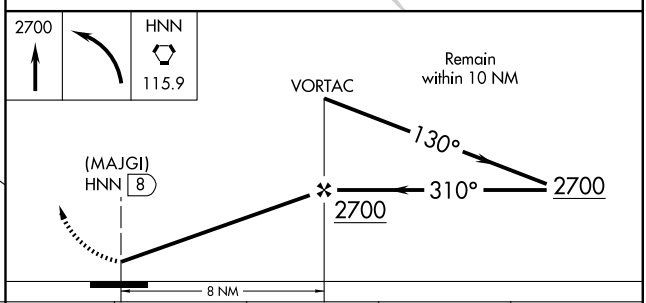
NA

MISSED APPROACH: Climb to 2700 then left turn direct HNN VORTAC and hold.

AWOS-3	POINT PLEASANT AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
119.925	119.675	128.4 270.1	124.55	123.0 (CTAF) L







FAF to MAP 8 NM					
Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 913 (1000-1¼)		1480-2¾ 913 (1000-2¾)	1480-3 913 (1000-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GEAUGA CO (See MIDDLEFIELD)

GENEVA

GERMACK (7D9) 3 SE UTC−5(−4DT) N41°46.67′ W80°54.24′ **DETROIT**
820 NOTAM FILE CLE **L–30G**
RWY 01–19: H3250X28 (ASPH) LIRL (NSTD)
RWY 01: Tree. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Radio controlled model acft activity on and invof arpt. No line of sight between rwy ends. Rwy 01–09 rolling sfc. Rwy 01–19 LIRL spacing nstd. ACTIVATE NSTD LIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
JEFFERSON (L) VOR/DME 115.2 JFN Chan 99 N41°45.61′ W80°44.89′ 284° 7.1 NM to fld. 900/5W.

GEORGETOWN

BROWN CO (GEO) 1 NE UTC−5(−4DT) N38°52.92′ W83°52.97′ **CINCINNATI**
958 B **FUEL** 100LL NOTAM FILE DAY **L–26G, 27E**
RWY 18–36: H3530X65 (ASPH) MIRL **IAP**
RWY 18: Road. **RWY 36:** Road.
AIRPORT REMARKS: Unattended. For airframe and powerplant repairs phone 937–379–1055. Self service fuel avbl 24 hrs with credit card. Aerobatic practice surface to 4500′ AGL above Rwy 18–36. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
FALMOUTH (H) VOR/DME 117.0 FLM Chan 117 N38°38.97′ W84°18.64′ 059° 24.4 NM to fld. 810/4W.

GERMACK (See GENEVA)

GRAND LAKE ST MARYS SPB (See ST MARYS)

GREATER PORTSMOUTH RGNL (See PORTSMOUTH)

GREENE CO–LEWIS A JACKSON RGNL (See DAYTON)

GREEN SPRINGS

WEIKER (82D) 2 SE UTC−5(−4DT) N41°13.75′ W83°01.74′ **DETROIT**
740 S4 NOTAM FILE CLE
RWY 18–36: 1785X90 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Radio controlled model flying activity on weekends. Rwy 18–36 marked with +3′ orange barrels on rwy ends only; Rwy 18 first 132′ has no markers.
COMMUNICATIONS: CTAF 122.9

GRENS N40°00.61′ W83°01.74′ NOTAM FILE CMH. **CINCINNATI**
NDB (MHW) 272 CHC 102° 6.4 NM to Port Columbus Intl. OTS indef. **L–29E**

GRIFFING–SANDUSKY (See SANDUSKY)

GRIMES FLD (See URBANA)

HAMILTON N39°22.37′ W84°34.33′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 260 HAO 107° 2.4 NM to Butler Co Rgnl. **L–27E**

RNAV (GPS) RWY 36

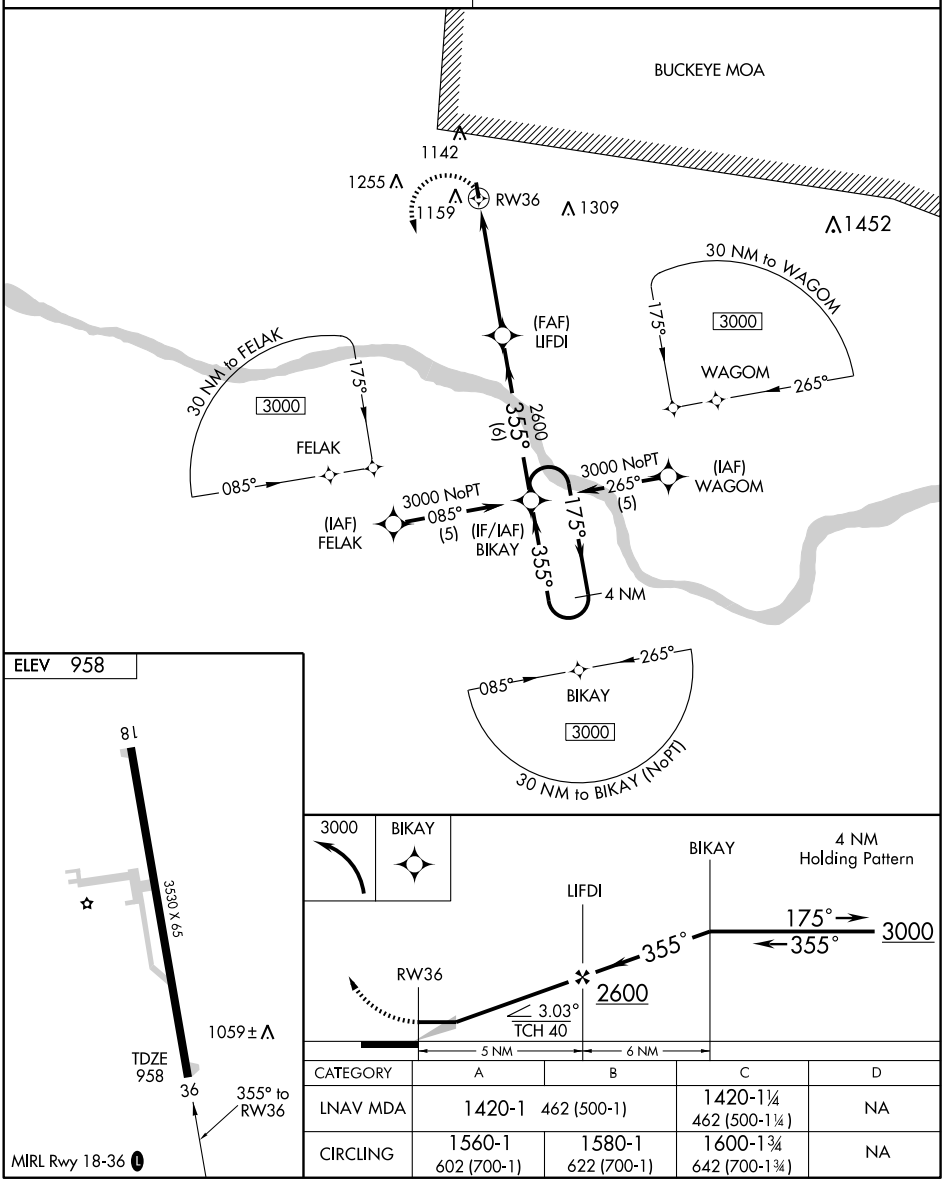
GEORGETOWN /BROWN COUNTY (GEO)

APP CRS	Rwy Idg	3530
355°	TDZE	958
	Apt Elev	958

DME/DME RNP-0.3 NA.
NA Use Cincinnati/Northern Kentucky Intl, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct BIKAY WP and hold.

INDIANAPOLIS CENTER	CTAF
135.575 290.5	122.9



CATEGORY	A	B	C	D
LNAV MDA	1420-1 462 (500-1)		1420-1¼ 462 (500-1¼)	NA
CIRCLING	1560-1 602 (700-1)	1580-1 622 (700-1)	1600-1¾ 642 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME FLM	APP CRS	Rwy Idg	N/A
117.0	059°	TDZE	N/A
Chan 117		Apt Elev	958

VOR/DME-A

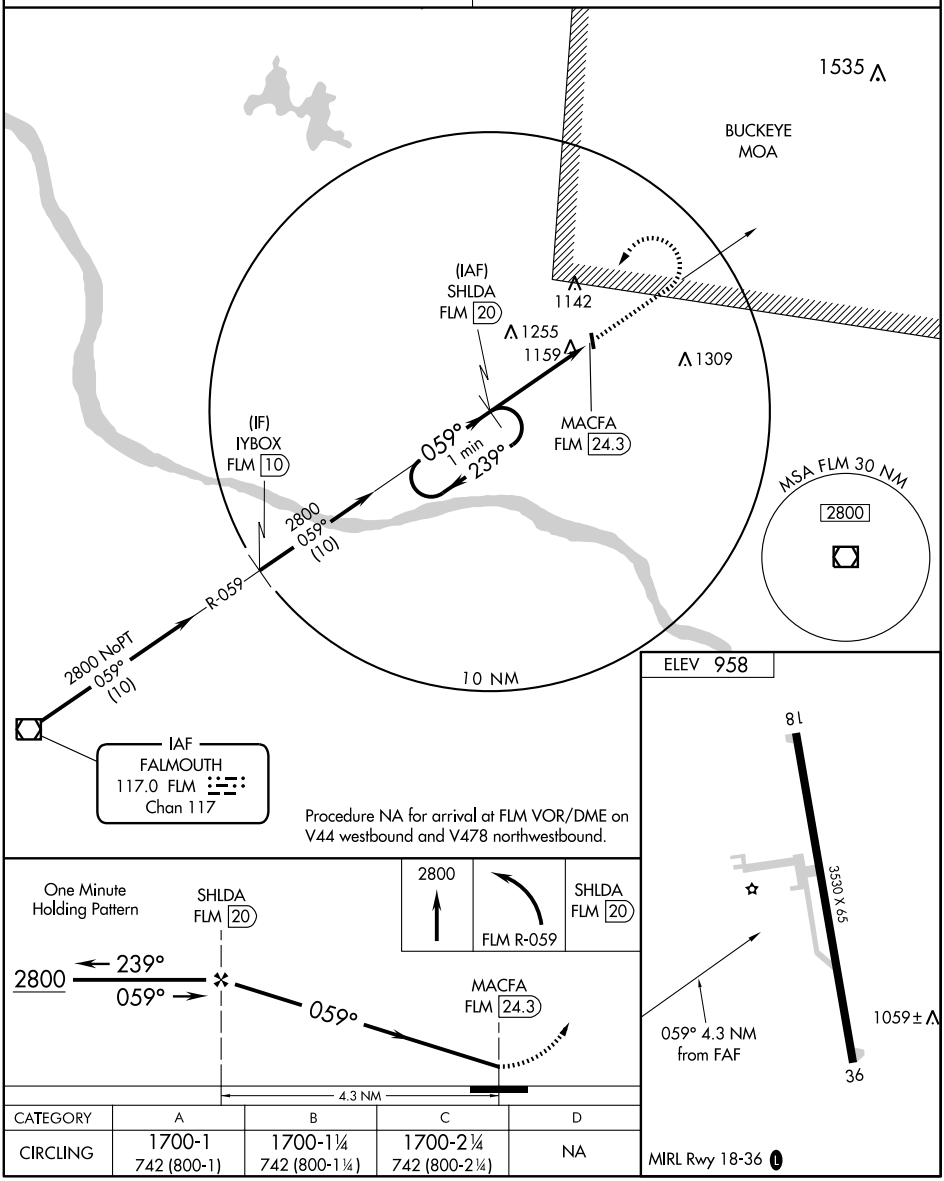
GEORGETOWN/ BROWN COUNTY (GEO)

NA

Use Cincinnati/Northern Kentucky Intl, KY altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn via FLM VOR/DME R-059 to SHLDA 20 DME and hold.

INDIANAPOLIS CENTER	CTAF
135.575 290.5	122.9



CATEGORY	A	B	C	D
CIRCLING	1700-1 742 (800-1)	1700-1¼ 742 (800-1¼)	1700-2¼ 742 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HAMILTON

BUTLER CO RGNL (HAO) 3 SE UTC−5(−4DT) N39°21.83′ W84°31.32′ **CINCINNATI**
633 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE HAO **H–10G, L–27E**
RWY 11–29: H5500X100 (ASPH) S–60, D–75, 2D–39 MIRL **IAP**
RWY 11: REIL. PAPI (P4L)—GA 3.5° TCH 26′. Bldg.
RWY 29: MALSR. REIL. PAPI (P4L)—GA 3.0°TCH 25′. P–line.
AIRPORT REMARKS: Attended Nov–Mar 1200–0200Z‡, Apr–Oct 1200–0300Z‡. ACTIVATE MIRL Rwy 11–29 and REIL Rwys 11 and 29 and MALSR Rwy 29—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (513) 863–6137
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 126.25
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
CINCINNATI (L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 026° 22.5 NM to fld. 879/04W.
HAMILTON NDB (MHW) 260 HAO N39°22.37′ W84°34.33′ 107° 2.4 NM to fld. NOTAM FILE DAY.
ILS/DME 109.75 I–RQF Chan 34(Y) Rwy 29. Class IT. LOC unusable byd 20° right of course.

HARDIN CO (See KENTON)

HARRISON

CINCINNATI WEST (I67) 2 E UTC−5(−4DT) N39°15.54′ W84°46.46′ **CINCINNATI**
584 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 01–19: H2803X60 (ASPH) MIRL **IAP**
RWY 01: Thld dsplcd 308′. P–line. **RWY 19:** Thld dsplcd 220′. Tree.
RWY 09–27: 1809X100 (TURF)
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Oct–Apr 1300Z‡–dusk, May–Sep 1300–0100Z‡. Unattended all major holidays. For Jet A availability call 513–367–0231. Rwy 09–27 CLOSED indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **APP/DEP CON** 128.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 351° 14.9 NM to fld. 879/04W.

HARRISON CO (See CADIZ)

HARRY CLEVER FLD (See NEW PHILADELPHIA)

HENRY CO (See NAPOLEON)

HENDERSON (WV) N38°45.25′ W82°01.57′ NOTAM FILE EKN. **CINCINNATI**
(H) VORTAC 115.9 HNN Chan 106 334° 39.5 NM to Vinton Co. 860/3W. **H–10G, L–22F, 26H**
DME portion unusable 185°–194° byd 10 NM blo 8000′; 195°–204° byd 30 NM blo 8000′.

HIGHLAND CO (See HILLSBORO)

HILLSBORO N39°11.08′ W83°32.58′. NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 278 HOC at Highland Co. **L–29A**
RCO 122.2 (DAYTON RADIO)

HILLSBORO

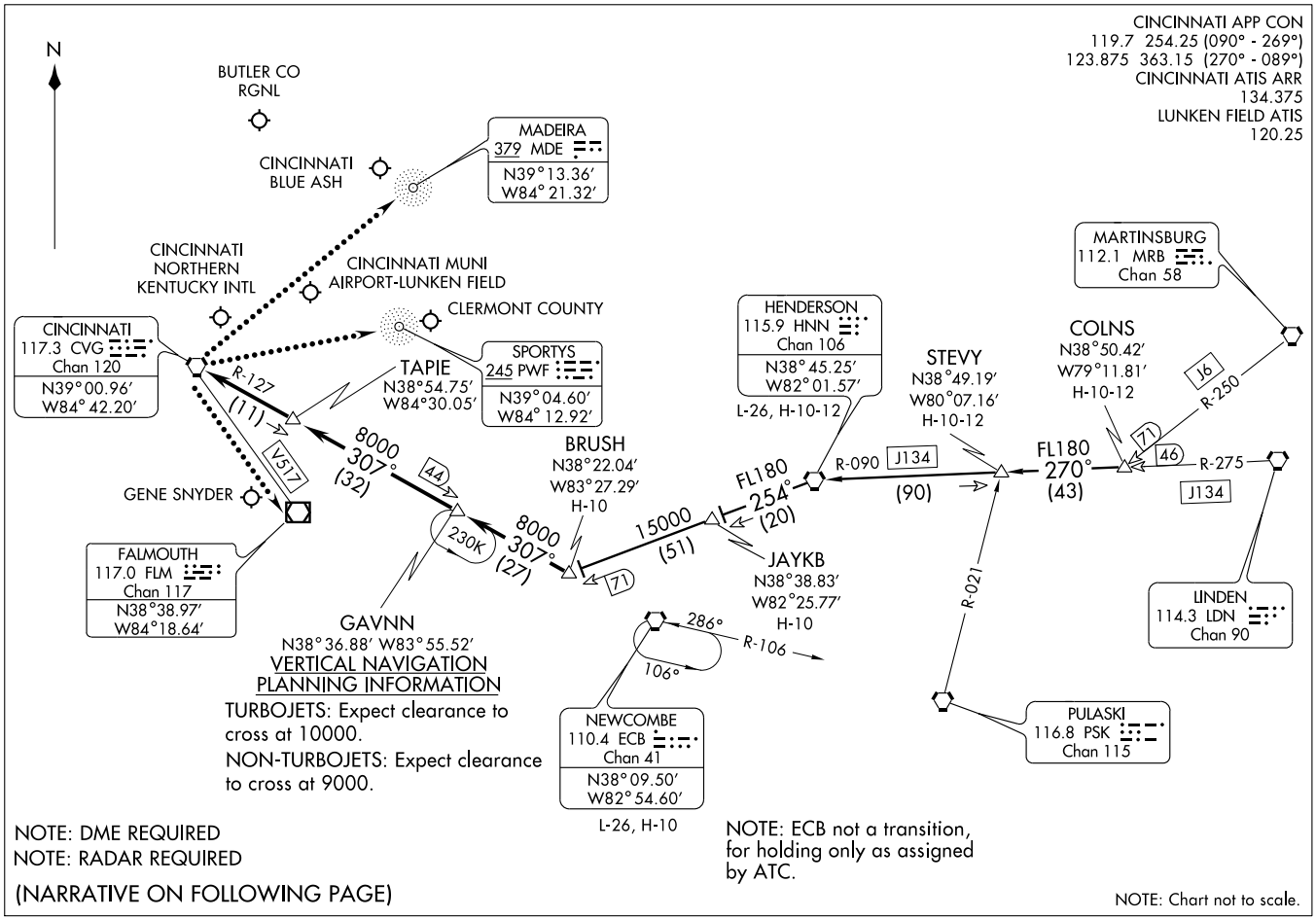
HIGHLAND CO (HOC) 3 SE UTC−5(−4DT) N39°11.33′ W83°32.33′ **CINCINNATI**
977 B S4 **FUEL** 100LL, JET A TPA—1677(700) NOTAM FILE DAY **L–29A**
RWY 05–23: H3520X75 (ASPH) S–25 MIRL 1.3% UP SW **IAP**
RWY 05: Trees **RWY 23:** REIL. PAPI (P2L). Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1700–2200Z‡. Rwy 05–23 lgts NW side OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (937) 393–9038.
COMMUNICATIONS: CTAF/UNICOM 123.05
HILLSBORO RCO 122.2 (DAYTON RADIO)
INDIANAPOLIS CENTER APP/DEP CON 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 326° 41.9 NM to fld. 1040/5W.
HILLSBORO NDB (MHW) 278 HOC N39°11.08′ W83°32.58′ at fld. NOTAM FILE DAY.

HINDE (see HURON)

BRUSH ONE ARRIVAL

(BRUSH.BRUSH1) 10098

CINCINNATI, OHIO



BRUSH ONE ARRIVAL
(BRUSH.BRUSH1) 10098
CINCINNATI, OHIO

ST-655 (FAA)

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

07298

CINCE SIX ARRIVAL (TIGRR.CINCE6)

CINCINNATI, OHIO

ST-655 (FAA)

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN ATIS
120.25

ROSEWOOD
117.5 ROD
Chan 122

APPLETON
116.7 APE
Chan 114
N40°09.06′
W82°35.30′
L-29, H-10

FL180
272°
(51)

NEWCOMERSTOWN
111.8 CTW
Chan 55
N40°13.75′
W81°28.59′
L-29, H-10

FL180
248°
(23)

BOWRR
N39°57.97′
W83°01.94′

10000
248°
(32)

55

ORLEE
N39°42.67′
W83°38.04′

64
10000
(9)

HEDEE
N39°38.25′
W83°48.34′

70
10000
248°
(6)

51
8000
231°
(9)

JARSO
N39°35.50′
W83°54.70′

42
8000
(9)

230K

N

TIGRR
N39°29.40′ - W84°03.18′
VERTICAL PLANNING INFORMATION
TURBOJETS: Expect clearance to cross at 11000′.
NON-TURBOJETS: Expect clearance to cross at 9000′.
All aircraft landing LUK expect clearance to cross at 8000′.

R-169

CHARZ
N39°23.57′ - W84°11.25′
VERTICAL PLANNING INFORMATION
All aircraft landing LUK expect clearance to cross at 4000′ or 6000′.

NOTE: APE TRANSITION - Only for use by overseas flights, or, aircraft from Cleveland/ Akron-Canton/ Pittsburgh terminal areas with filed altitudes at or below FL220.

NOTE: DME REQUIRED

NOTE: Chart not to scale.

BUTLER COUNTY REGIONAL

CINCINNATI BLUE ASH

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′
W84°42.20′

8000
(33)
231°

MADEIRA
379 MDE
N39°13.36′
W84°21.32′

SPORTYS
245 PWF
N39°04.60′
W84°12.92′

CINCINNATI MUNI AIRPORT-LUNKEN FIELD

R-051

CLERMONT COUNTY

FALMOUTH
117.0 FLM
Chan 117
N38°38.97′
W84°18.64′

CINCINNATI/NORTHERN KENTUCKY INTL

V517

GENE SNYDER

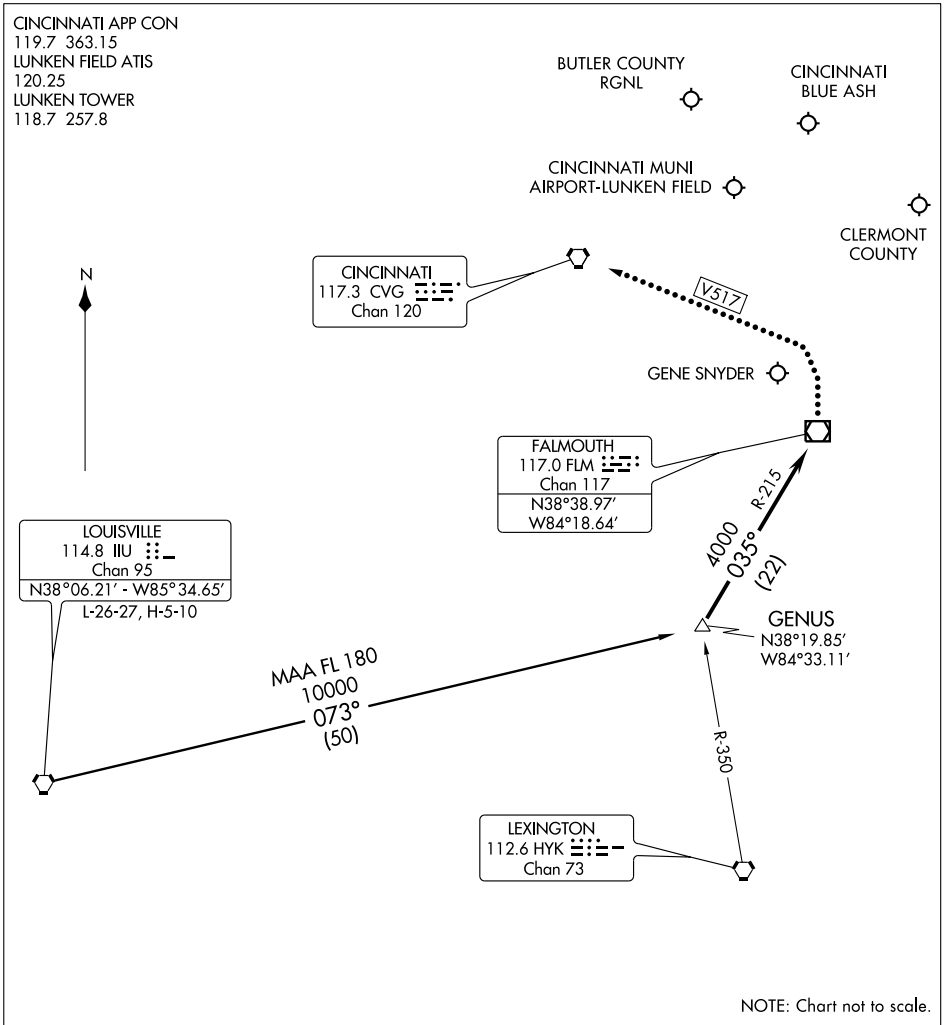
APPLETON TRANSITION (APE.CINCE6): From over APE VORTAC via APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

NEWCOMERSTOWN TRANSITION (CTW.CINCE6): From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO INT, then via CVG R-051 to TIGRR INT. Thence...

. . . .From over TIGRR INT via CVG R-051 to CHARZ INT, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.



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EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

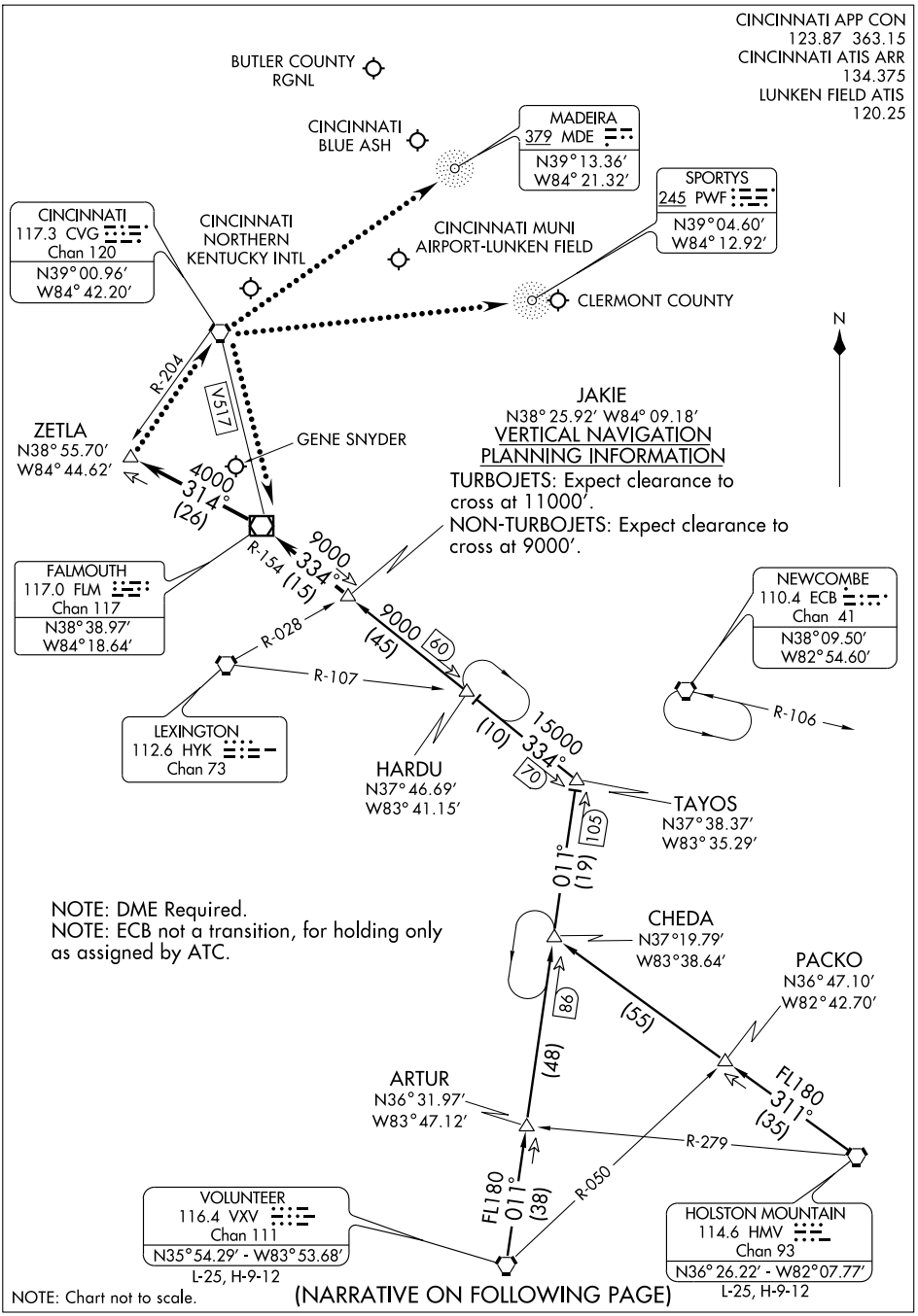
. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO



HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

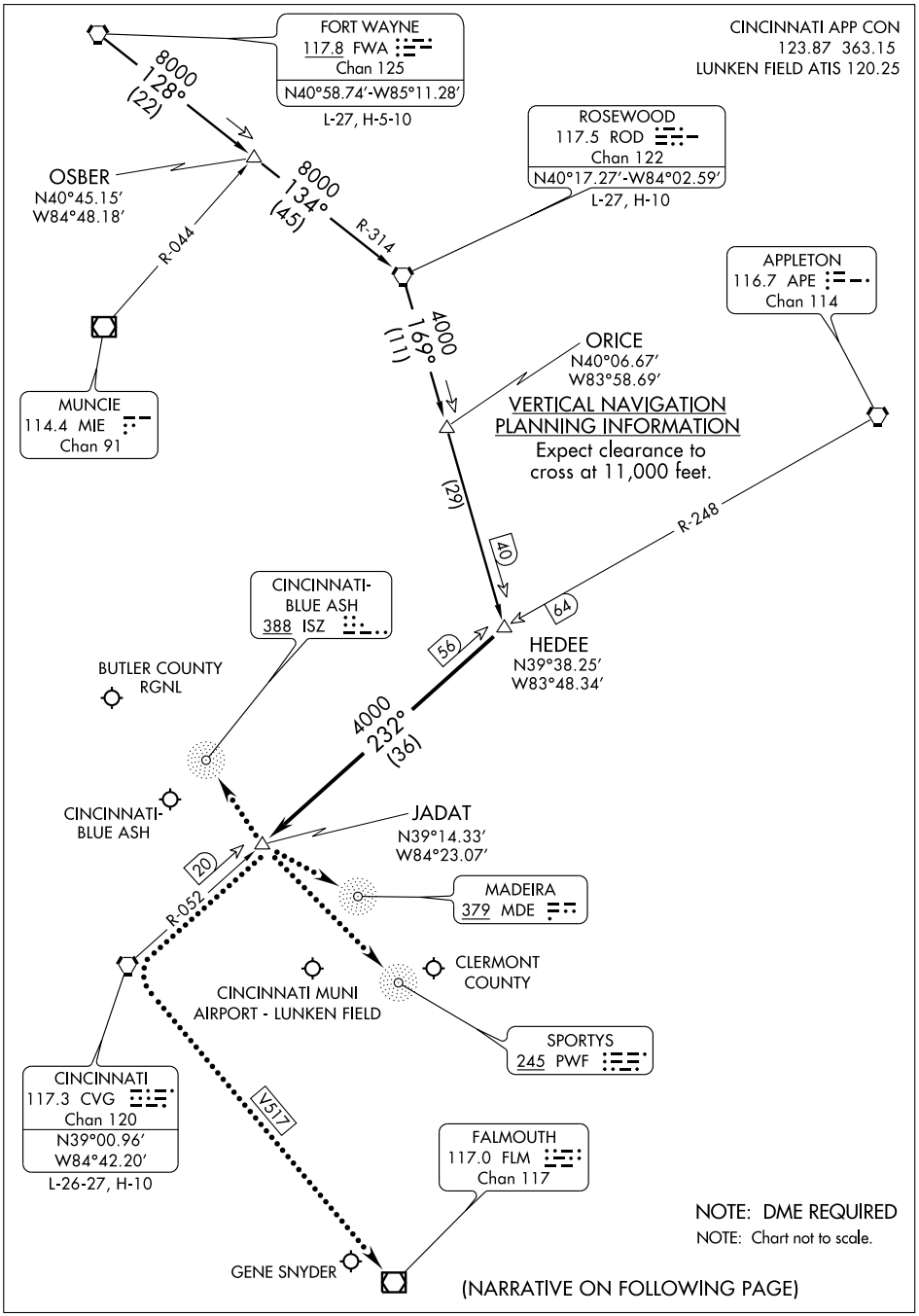
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).
For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.
For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.
For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).
For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

SE-1, 21 OCT 2010 to 18 NOV 2010

HEDEE TWO ARRIVAL

CINCINNATI, OHIO



HEDEE TWO ARRIVAL

CINCINNATI, OHIO

(HEDEE.HEDEE2) 10098

EC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE
In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).
CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).
GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

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LOC/DME I-RQF	APP CRS	Rwy Idg	5500
109.75	295°	TDZE	619
Chan 34 (Y)		Apt Elev	633

ILS or LOC RWY 29

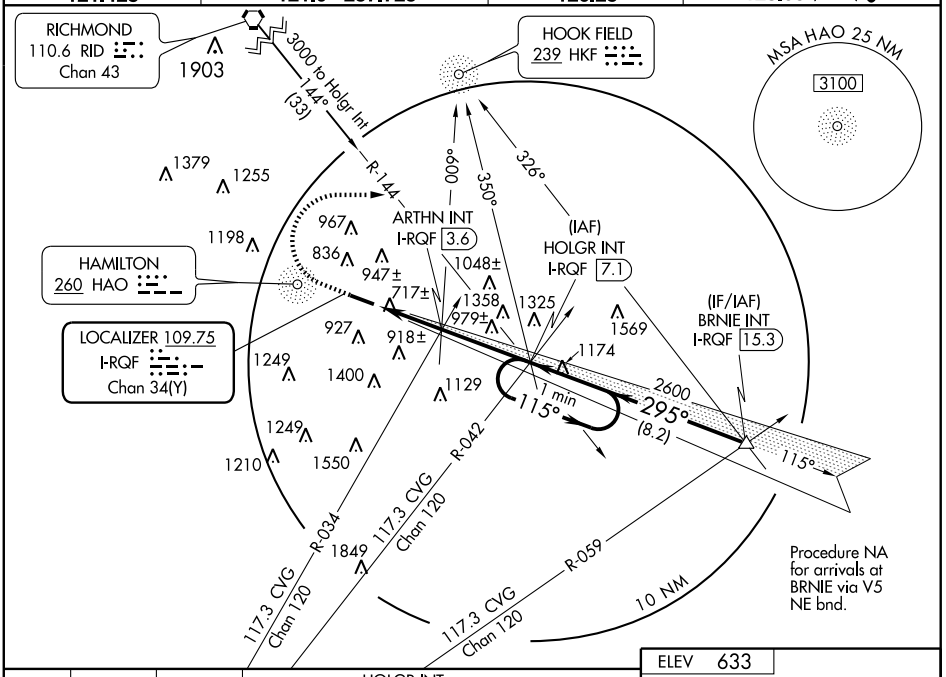
HAMILTON / BUTLER COUNTY RGNL (HAO)

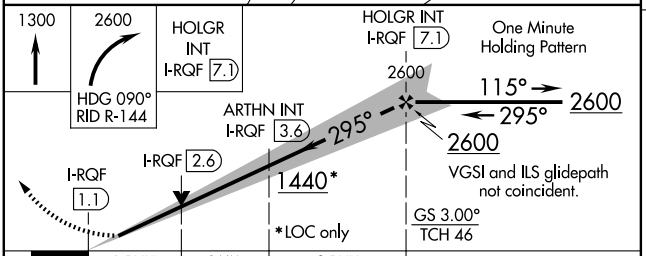
If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet, and all MDAs 60 feet. VDP NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. Inoperative table does not apply to S-ILS 29. For inoperative MALSR, increase S-LOC 29 Cat A visibility to 1 mile.

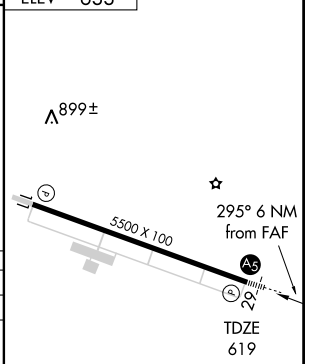
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 2600 via heading 090° and RID VORTAC R-144 to HOLGR Int/I-RQF 7.1 DME and hold.

ASOS	CINCINNATI APP CON	CLNC DEL	UNICOM
121.425	121.0 257.725	126.25	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 29		819-¾	200 (200-¾)	
S-LOC 29	1440-¾	821 (900-¾)	1440-2 821 (900-2)	1440-2¼ 821 (900-2¼)
CIRCLING	1440-1 807 (900-1)	1440-1¼ 807 (900-1¼)	1440-2½ 807 (900-2½)	1440-2¾ 807 (900-2¾)
ARTHN FIX MINIMUMS				
S-LOC 29	1120-¾	501 (500-¾)	1120-1	501 (500-1)
CIRCLING	1200-1 567 (500-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-2¾)	1320-2¼ 687 (700-2¼)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

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WAAS	APP CRS	Rwy Idg	5500
CH 56600	115°	TDZE	632
W11A		Apt Elev	633

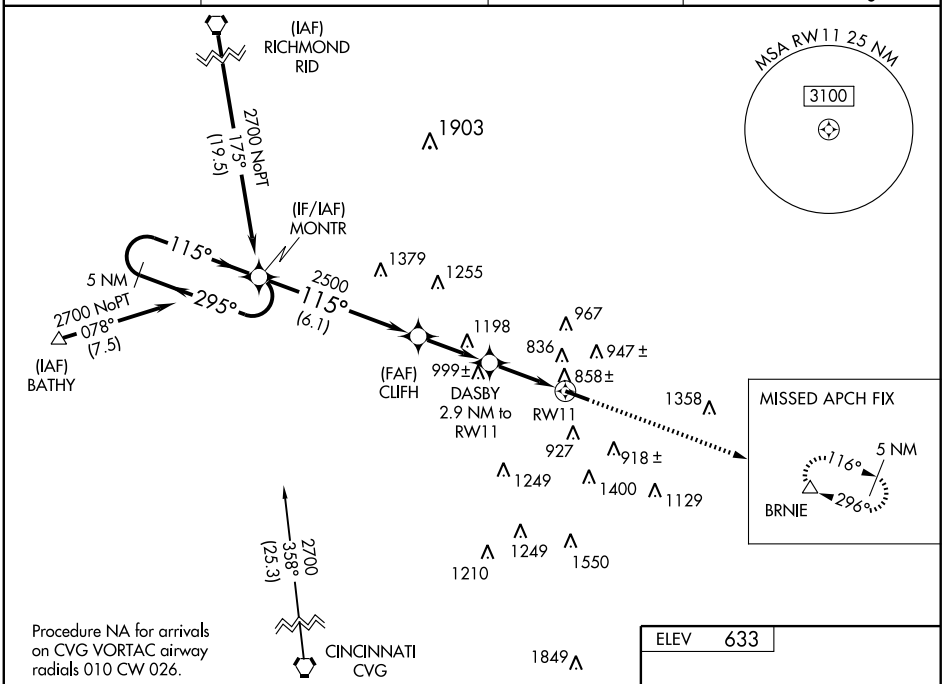
RNAV (GPS) RWY 11

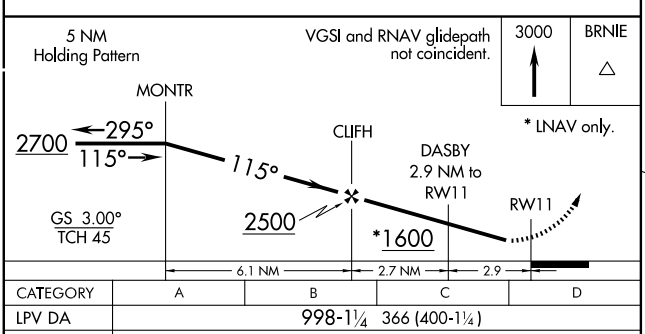
HAMILTON/BUTLER COUNTY RGNL (HAO)

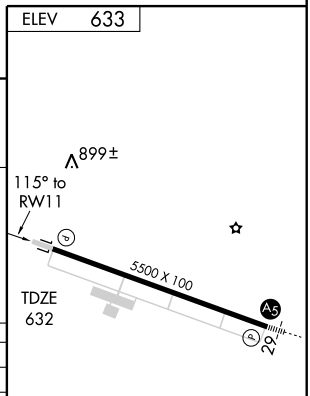
If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet and all MDAs 60 feet. Baro-VNAV NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BRNIE and hold.

ASOS	CINCINNATI APP CON	CLNC DEL	UNICOM
121.425	121.0 257.725	126.25	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	998-1¼ 366 (400-1¼)			
LNAV/ VNAV DA	1108-1¾ 476 (500-1¾)			
LNAV MDA	1160-1 528 (600-1)		1160-1½ 528 (600-1½)	1160-1¾ 528 (600-1¾)
CIRCLING	1200-1 567 (600-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-1¾)	1320-2¼ 687 (700-2¼)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

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EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 61300	296°	TDZE	619
W29A		Apt Elev	633

RNAV (GPS) RWY 29

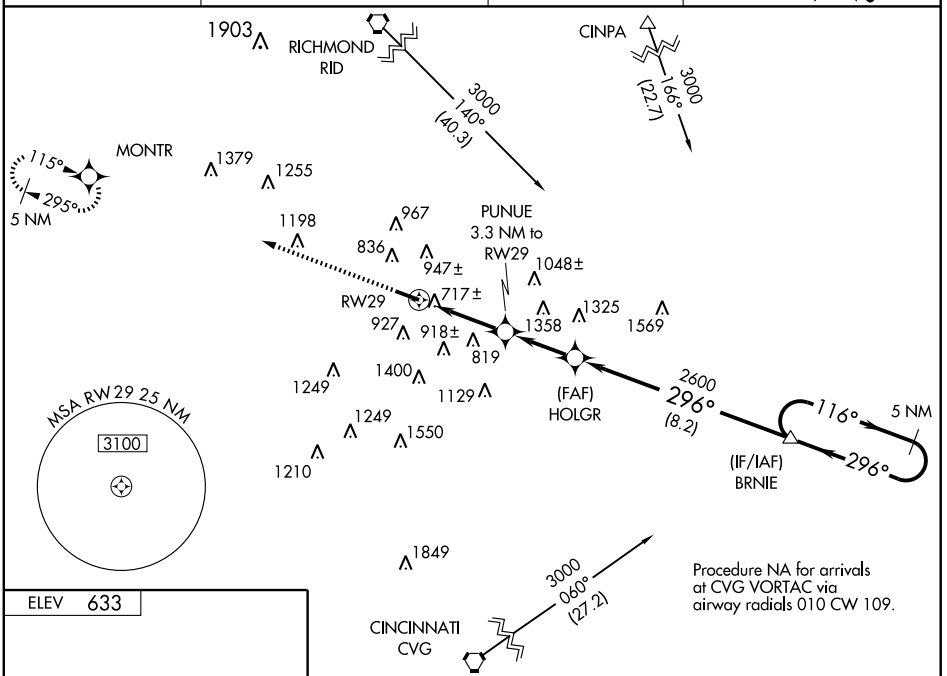
HAMILTON/BUTLER COUNTY RGNL (HAO)

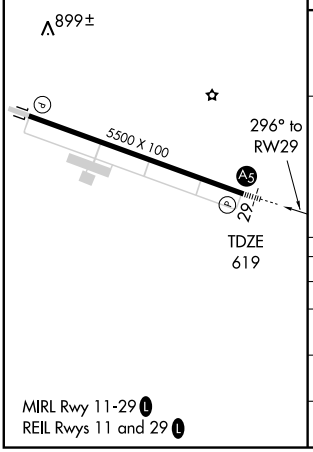
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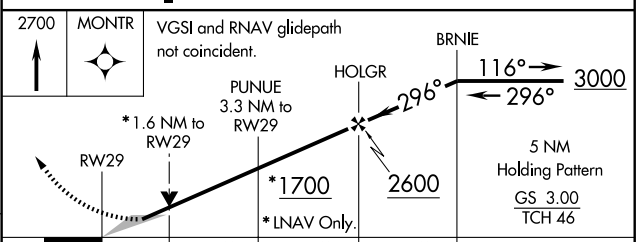
MALSR

MISSED APPROACH: Climb to 2700 direct MONTR and hold.

ASOS	CINCINNATI APP CON	CLNC DEL	UNICOM
121.425	121.0 257.725	126.25	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	944-¾ 325 (400-¾)			
LNAV/VNAV DA	1128-1¼ 509 (500-1¼)			
LNAV MDA	1140-¾ 521 (600-¾)		1140-1 521 (600-1)	1140-1¼ 521 (600-1¼)
CIRCLING	1200-1 567 (600-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-1¾)	1320-2¼ 687 (700-2¼)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

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EC-2, 21 OCT 2010 to 18 NOV 2010

HAMILTON

BUTLER CO RGNL (HAO) 3 SE UTC−5(−4DT) N39°21.83′ W84°31.32′ **CINCINNATI**
633 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE HAO **H–10G, L–27E**
RWY 11–29: H5500X100 (ASPH) S–60, D–75, 2D–39 MIRL **IAP**
RWY 11: REIL. PAPI (P4L)—GA 3.5° TCH 26′. Bldg.
RWY 29: MALSR. REIL. PAPI (P4L)—GA 3.0°TCH 25′. P–line.
AIRPORT REMARKS: Attended Nov–Mar 1200–0200Z‡, Apr–Oct 1200–0300Z‡. ACTIVATE MIRL Rwy 11–29 and REIL Rwys 11 and 29 and MALSR Rwy 29—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (513) 863–6137
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 126.25
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
CINCINNATI (L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 026° 22.5 NM to fld. 879/04W.
HAMILTON NDB (MHW) 260 HAO N39°22.37′ W84°34.33′ 107° 2.4 NM to fld. NOTAM FILE DAY.
ILS/DME 109.75 I–RQF Chan 34(Y) Rwy 29. Class IT. LOC unusable byd 20° right of course.

HARDIN CO (See KENTON)

HARRISON

CINCINNATI WEST (I67) 2 E UTC−5(−4DT) N39°15.54′ W84°46.46′ **CINCINNATI**
584 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 01–19: H2803X60 (ASPH) MIRL **IAP**
RWY 01: Thld dsplcd 308′. P–line. **RWY 19:** Thld dsplcd 220′. Tree.
RWY 09–27: 1809X100 (TURF)
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Oct–Apr 1300Z‡–dusk, May–Sep 1300–0100Z‡. Unattended all major holidays. For Jet A availability call 513–367–0231. Rwy 09–27 CLOSED indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **APP/DEP CON** 128.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 351° 14.9 NM to fld. 879/04W.

HARRISON CO (See CADIZ)

HARRY CLEVER FLD (See NEW PHILADELPHIA)

HENRY CO (See NAPOLEON)

HENDERSON (WV) N38°45.25′ W82°01.57′ NOTAM FILE EKN. **CINCINNATI**
(H) VORTAC 115.9 HNN Chan 106 334° 39.5 NM to Vinton Co. 860/3W. **H–10G, L–22F, 26H**
DME portion unusable 185°–194° byd 10 NM blo 8000′; 195°–204° byd 30 NM blo 8000′.

HIGHLAND CO (See HILLSBORO)

HILLSBORO N39°11.08′ W83°32.58′. NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 278 HOC at Highland Co. **L–29A**
RCO 122.2 (DAYTON RADIO)

HILLSBORO

HIGHLAND CO (HOC) 3 SE UTC−5(−4DT) N39°11.33′ W83°32.33′ **CINCINNATI**
977 B S4 **FUEL** 100LL, JET A TPA—1677(700) NOTAM FILE DAY **L–29A**
RWY 05–23: H3520X75 (ASPH) S–25 MIRL 1.3% UP SW **IAP**
RWY 05: Trees **RWY 23:** REIL. PAPI (P2L). Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1700–2200Z‡. Rwy 05–23 lgts NW side OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (937) 393–9038.
COMMUNICATIONS: CTAF/UNICOM 123.05
HILLSBORO RCO 122.2 (DAYTON RADIO)
INDIANAPOLIS CENTER APP/DEP CON 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 326° 41.9 NM to fld. 1040/5W.
HILLSBORO NDB (MHW) 278 HOC N39°11.08′ W83°32.58′ at fld. NOTAM FILE DAY.

HINDE (see HURON)

APP CRS	Rwy Idg	2583
185°	TDZE	584
	Apt Elev	584

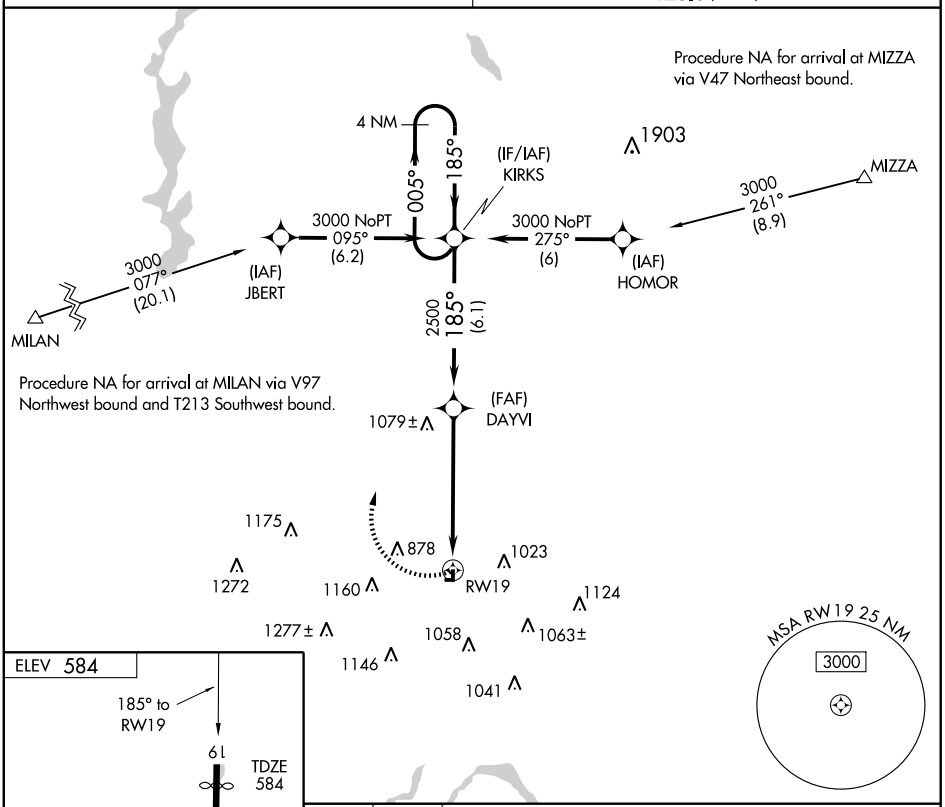
RNAV (GPS) RWY 19

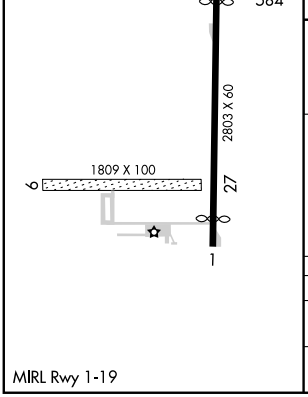
HARRISON/ CINCINNATI WEST (I67)

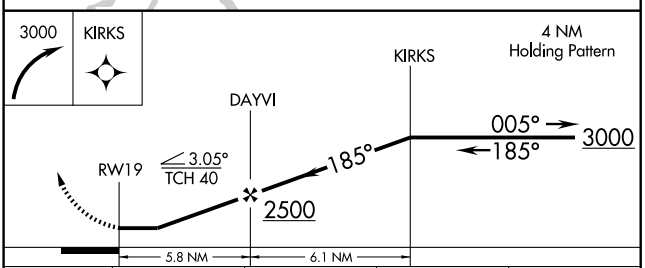
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Butler Co Rgnl altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn 3000 direct KIRKS and hold.

CINCINNATI APP CON	UNICOM
128.7 254.25	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA	
CIRCLING	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA	

MIRL Rwy 1-19

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC CVG	APP CRS	Rwy Idg	2583
117.3	171°	TDZE	584
Chan 120		Apt Elev	584

VOR RWY 19

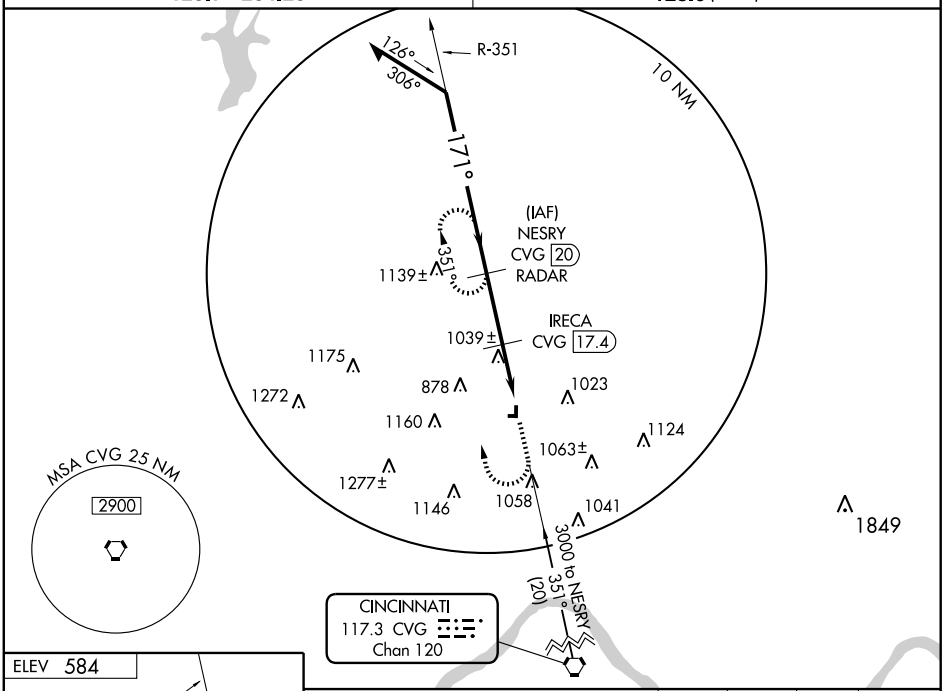
HARRISON/CINCINNATI WEST (I67)

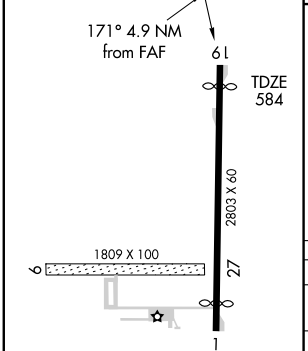
DME or RADAR required.
Use Butler Co Rgnl altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet, and S-19 Cat. A visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2600 via CVG VORTAC R-351 to NESRY/ CVG 20 DME/RADAR and hold.

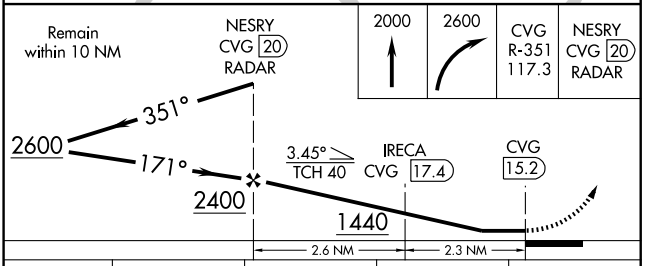
CINCINNATI APP CON	UNICOM
128.7 254.25	123.0 (CTAF)





MIRL Rwy 1-19

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-19	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)	NA	
CIRCLING	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)	NA	
IRECA FIX MINIMUMS				
S-19	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)	NA	
CIRCLING	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HAMILTON

BUTLER CO RGNL (HAO) 3 SE UTC−5(−4DT) N39°21.83′ W84°31.32′ **CINCINNATI**
633 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE HAO **H–10G, L–27E**
RWY 11–29: H5500X100 (ASPH) S–60, D–75, 2D–39 MIRL **IAP**
RWY 11: REIL. PAPI (P4L)—GA 3.5° TCH 26′. Bldg.
RWY 29: MALSR. REIL. PAPI (P4L)—GA 3.0°TCH 25′. P–line.
AIRPORT REMARKS: Attended Nov–Mar 1200–0200Z‡, Apr–Oct 1200–0300Z‡. ACTIVATE MIRL Rwy 11–29 and REIL Rwys 11 and 29 and MALSR Rwy 29—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (513) 863–6137
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **CINCINNATI APP/DEP CON** 121.0 **CLNC DEL** 126.25
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
CINCINNATI (L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 026° 22.5 NM to fld. 879/04W.
HAMILTON NDB (MHW) 260 HAO N39°22.37′ W84°34.33′ 107° 2.4 NM to fld. NOTAM FILE DAY.
ILS/DME 109.75 I–RQF Chan 34(Y) Rwy 29. Class IT. LOC unusable byd 20° right of course.

HARDIN CO (See KENTON)

HARRISON

CINCINNATI WEST (I67) 2 E UTC−5(−4DT) N39°15.54′ W84°46.46′ **CINCINNATI**
584 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 01–19: H2803X60 (ASPH) MIRL **IAP**
RWY 01: Thld dsplcd 308′. P–line. **RWY 19:** Thld dsplcd 220′. Tree.
RWY 09–27: 1809X100 (TURF)
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Oct–Apr 1300Z‡–dusk, May–Sep 1300–0100Z‡. Unattended all major holidays. For Jet A availability call 513–367–0231. Rwy 09–27 CLOSED indef.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **APP/DEP CON** 128.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CVG.
(L) VORTAC 117.3 CVG Chan 120 N39°00.96′ W84°42.20′ 351° 14.9 NM to fld. 879/04W.

HARRISON CO (See CADIZ)

HARRY CLEVER FLD (See NEW PHILADELPHIA)

HENRY CO (See NAPOLEON)

HENDERSON (WV) N38°45.25′ W82°01.57′ NOTAM FILE EKN. **CINCINNATI**
(H) VORTAC 115.9 HNN Chan 106 334° 39.5 NM to Vinton Co. 860/3W. **H–10G, L–22F, 26H**
DME portion unusable 185°–194° byd 10 NM blo 8000′; 195°–204° byd 30 NM blo 8000′.

HIGHLAND CO (See HILLSBORO)

HILLSBORO N39°11.08′ W83°32.58′. NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 278 HOC at Highland Co. **L–29A**
RCO 122.2 (DAYTON RADIO)

HILLSBORO

HIGHLAND CO (HOC) 3 SE UTC−5(−4DT) N39°11.33′ W83°32.33′ **CINCINNATI**
977 B S4 **FUEL** 100LL, JET A TPA—1677(700) NOTAM FILE DAY **L–29A**
RWY 05–23: H3520X75 (ASPH) S–25 MIRL 1.3% UP SW **IAP**
RWY 05: Trees **RWY 23:** REIL. PAPI (P2L). Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1700–2200Z‡. Rwy 05–23 lgts NW side OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and REIL Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (937) 393–9038.
COMMUNICATIONS: CTAF/UNICOM 123.05
HILLSBORO RCO 122.2 (DAYTON RADIO)
INDIANAPOLIS CENTER APP/DEP CON 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 326° 41.9 NM to fld. 1040/5W.
HILLSBORO NDB (MHW) 278 HOC N39°11.08′ W83°32.58′ at fld. NOTAM FILE DAY.

HINDE (see HURON)

NDB HOC 278	APP CRS 230°	Rwy Idg 3520 TDZE 950 Apt Elev 978

NDB or GPS RWY 23

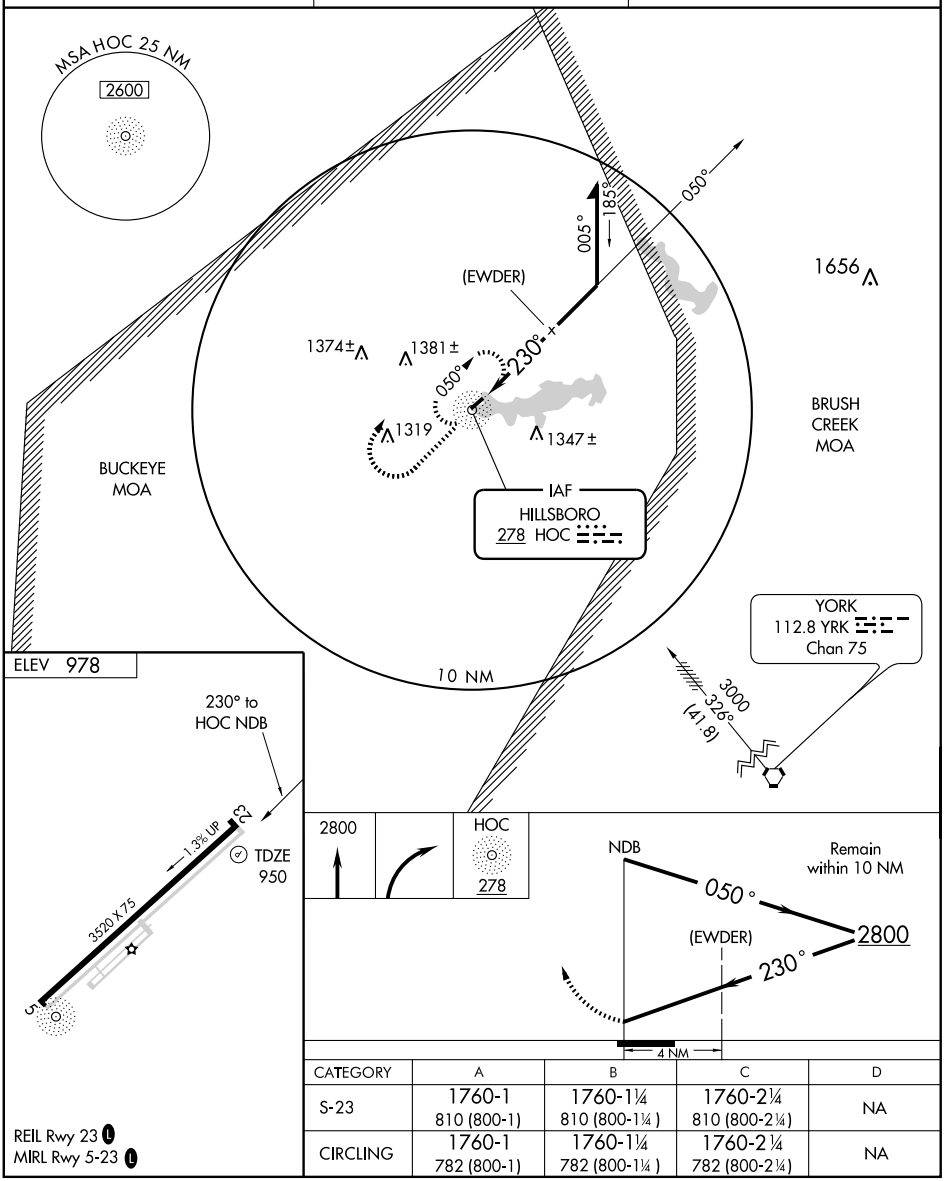
HILLSBORO/ HIGHLAND COUNTY (HOC)

Use Cincinnati Lunken Field altimeter setting.

NA

MISSED APPROACH: Climb to 2800 then right turn direct HOC NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.175	135.575 290.5	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-23	1760-1 810 (800-1)	1760-1¼ 810 (800-1¼)	1760-2¼ 810 (800-2¼)	NA
CIRCLING	1760-1 782 (800-1)	1760-1¼ 782 (800-1¼)	1760-2¼ 782 (800-2¼)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MXQ	APP CRS	Rwy Idg	N/A
112.9	144°	TDZE	N/A
Chan 76		Apt Elev	978

VOR/DME or GPS-A

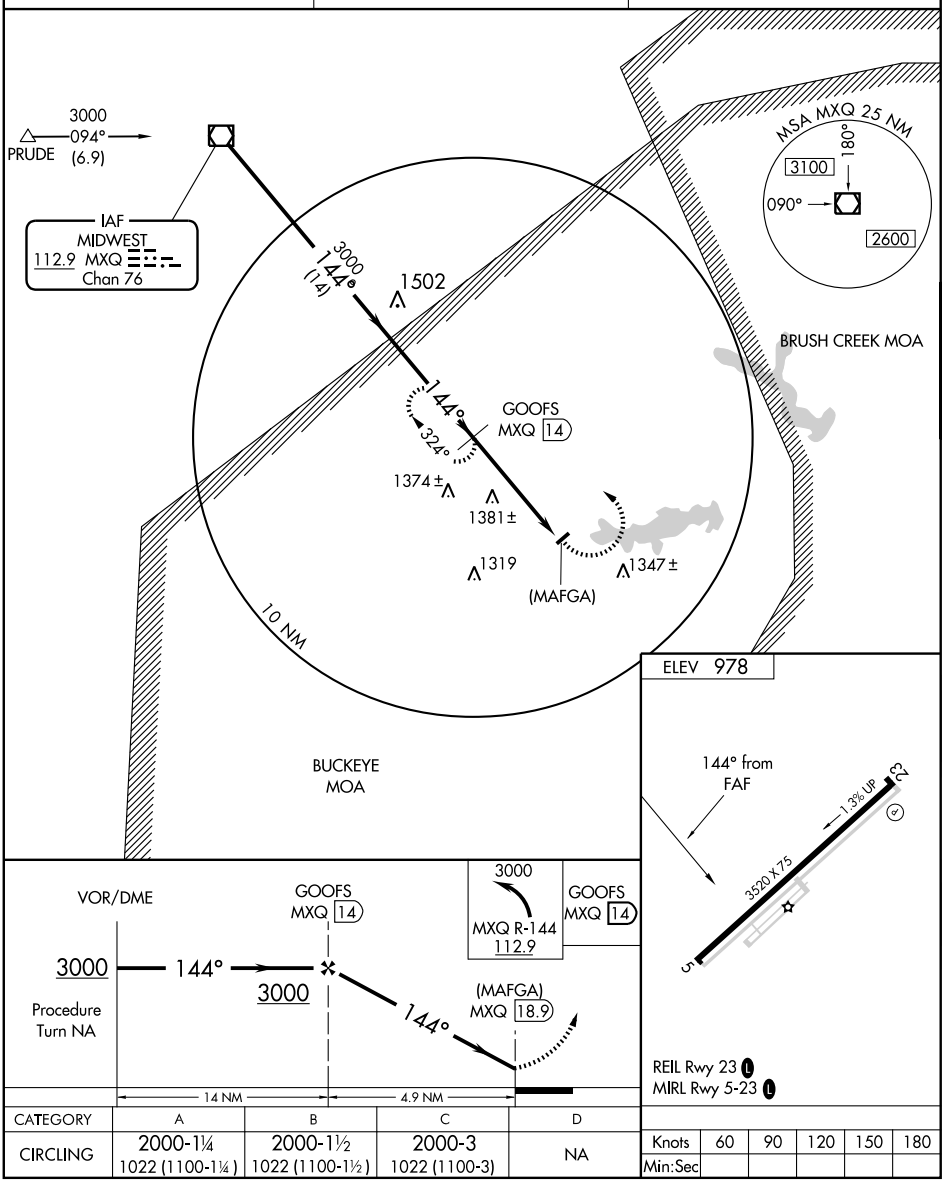
HILLSBORO/HIGHLAND COUNTY (HOC)

Use Cincinnati Lunken Field altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3000 via MXQ R-144 to GOOFS 14 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.175	135.575 290.5	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2000-1¼ 1022 (1100-1¼)	2000-1½ 1022 (1100-1½)	2000-3 1022 (1100-3)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HOGAF N41°34.45′ W81°28.27′ NOTAM FILE CGF. DETROIT
NDB (LMM) 521 GF at Cuyahoga Co. SHUTDOWN.

HOLLISTER FIELD (See WILMINGTON)

HOLMES CO (See MILLERSBURG)

HOOK FLD N39°29.93′ W84°26.85′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 239 HKF 054° 3.1 NM to Middletown Rgnl/Hook Fld. NDB OTS indef. L–27E

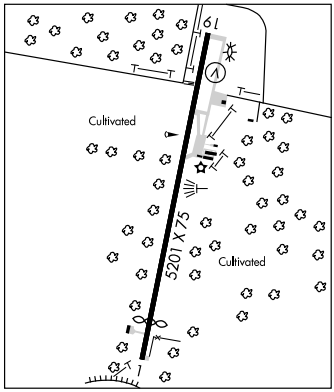
HUBBARD N41°09.17′ W80°31.89′ NOTAM FILE CLE. DETROIT
NDB (MHW) 408 HBD 259° 4.2 NM to Lansdowne. L–30H

HURON

HINDE (88D) 3 NW UTC−5(−4DT) N41°24.22′ W82°36.08′ DETROIT
609 NOTAM FILE CLE
RWY 11–29: 2500X70 (TURF)
RWY 11: Road. **RWY 29:** Brush.
AIRPORT REMARKS: Unattended. Arpt CLOSED at ngt. Rwy soft when wet.
COMMUNICATIONS: CTAF 122.9

JACKSON

JAMES A RHODES (I43) 5 SE UTC−5(−4DT) N38°58.88′ W82°34.67′ CINCINNATI
726 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY H–10G, L–29A
RWY 01–19: H5201X75 (ASPH) MIRL IAP
RWY 01: Thld dsplcd 331′. Tree.
RWY 19: REIL. VASI(S2L). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–1800Z‡. MIRL Rwy 01–19 preset low ints dusk–dawn, to increase ints and ACTIVATE—CTAF. Rwy 19 REIL OTS indef.
WEATHER DATA SOURCES: AWOS–3 118.825 (740) 286–1760.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **HUNTINGTON APP/DEP CON** 128.4
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 301° 29.2 NM to fld. 880/03W.



JAMES A RHODES (See JACKSON)

JAMES M COX DAYTON INTL (See DAYTON)

JAMESTOWN

BLOOM (14I) 2 SW UTC−5(−4DT) N39°38.00′ W83°45.00′ CINCINNATI
1050 TPA—1850(800) NOTAM FILE DAY
RWY 06–24: 1220X80 (TURF)
RWY 06: Pole. **RWY 24:** Pole.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

JEFFERSON CO AIRPARK (See STEUBENVILLE)

JEFFERSON N41°45.61′ W80°44.89′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 115.2 JFN Chan 99 070° 2.6 NM to Ashtabula Co. 900/5W. L–30G
DME unusable:
085°–125° byd 35 NM blo 3500′
126°–190° byd 20 NM blo 3500′
191°–230°
231°–260° byd 30 NM blo 3500′
RCO 122.1R 115.2T (CLEVELAND RADIO)

APP CRS	Rwy ldg	4870
010°	TDZE	722
	Apt Elev	726

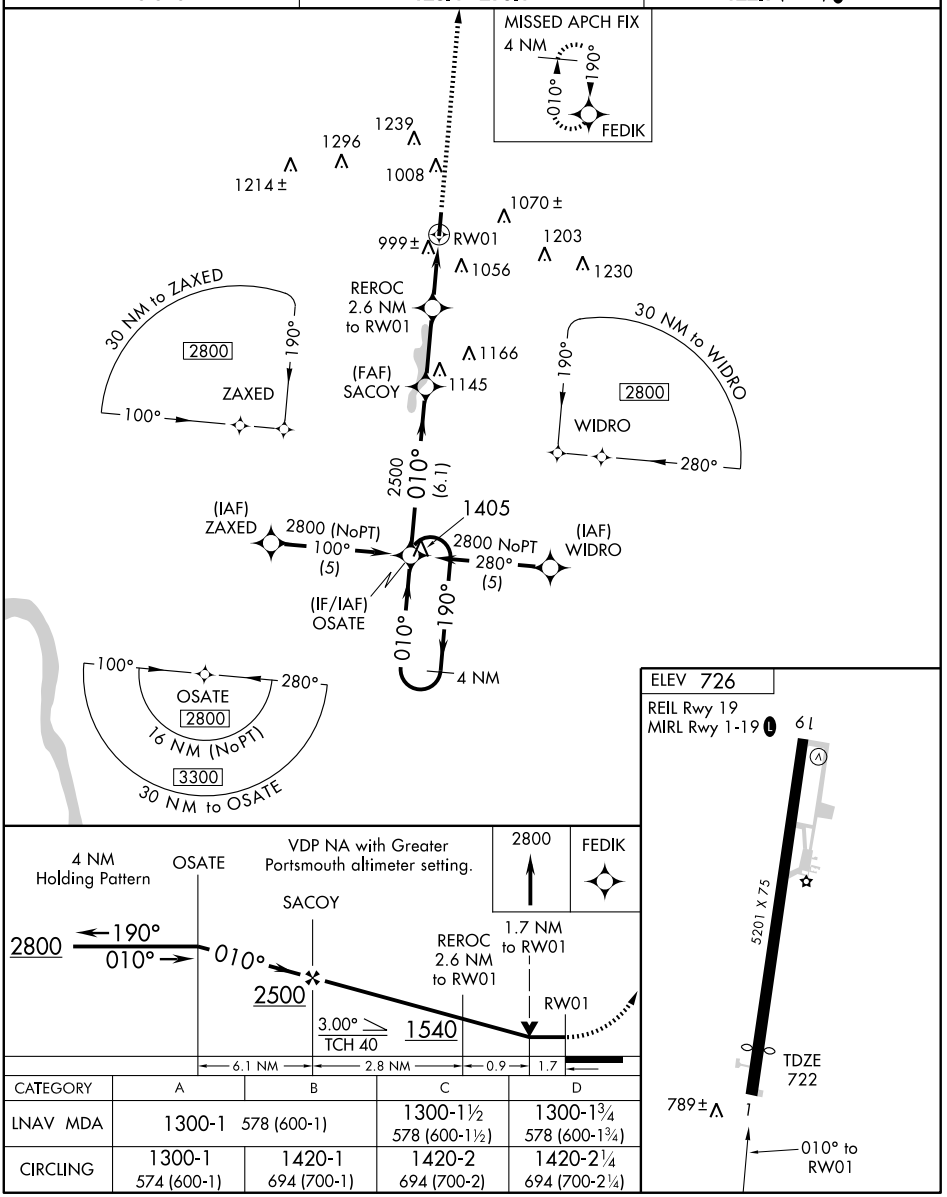
RNAV (GPS) RWY 1

JACKSON / JAMES A. RHODES (I43)

When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and Cat C/D visibilities ¼ mile, increase Circling Cat B/C/D visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct FEDIK WP and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
118.825	128.4 270.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1300-1 578 (600-1)		1300-1½ 578 (600-1½)	1300-1¾ 578 (600-1¾)
CIRCLING	1300-1 574 (600-1)	1420-1 694 (700-1)	1420-2 694 (700-2)	1420-2¼ 694 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5201
190°	TDZE	726
	Apt Elev	726

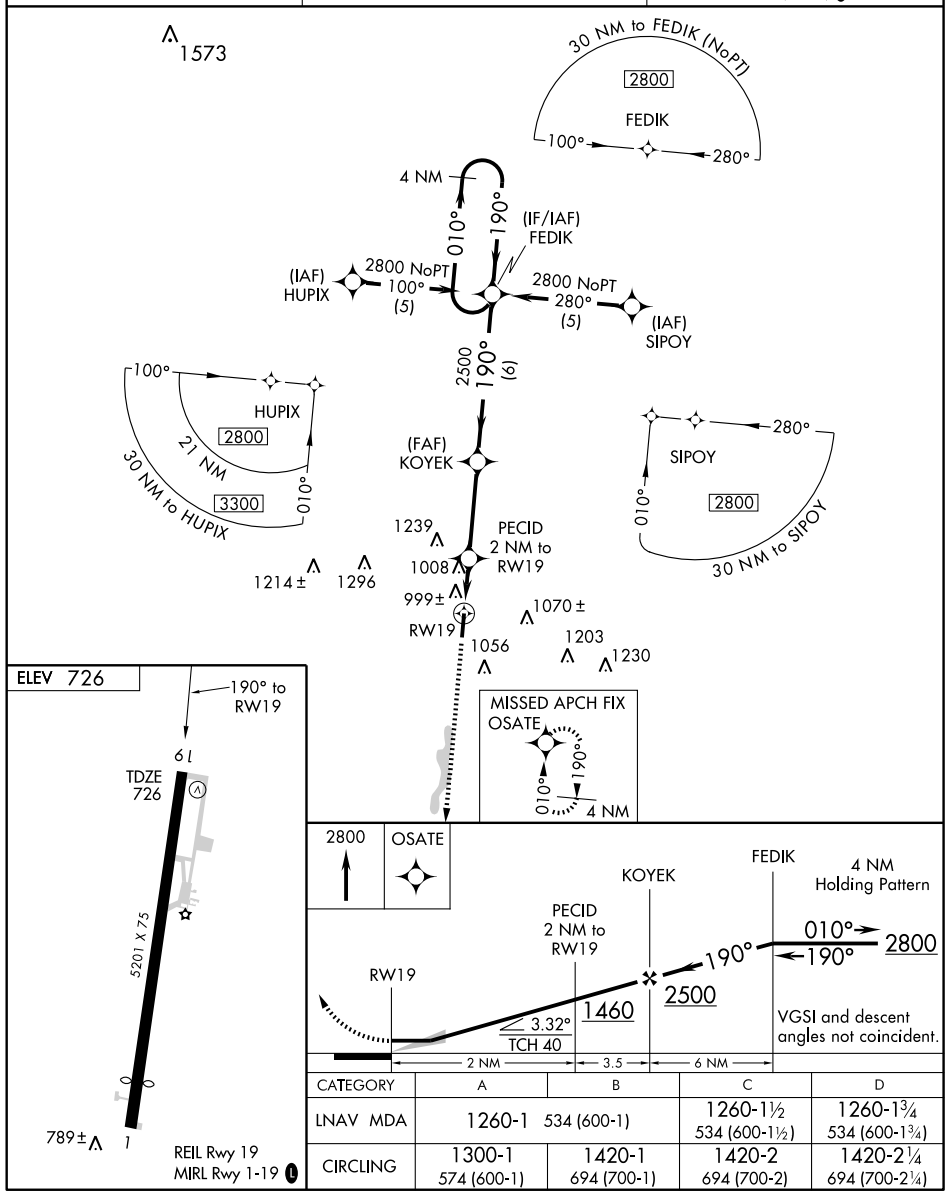
RNAV (GPS) RWY 19

JACKSON/ JAMES A. RHODES (I43)

T NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDAs 60 feet, increase Circling Cat B/C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2800 direct OSATE WP and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
118.825	128.4 270.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1 534 (600-1)		1260-1½ 534 (600-1½)	1260-1¾ 534 (600-1¾)
CIRCLING	1300-1 574 (600-1)	1420-1 694 (700-1)	1420-2 694 (700-2)	1420-2¼ 694 (700-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC YRK	APP CRS	Rwy ldg	N/A
112.8	048°	TDZE	N/A
Chan 75		Apt Elev	726

VOR/DME-A

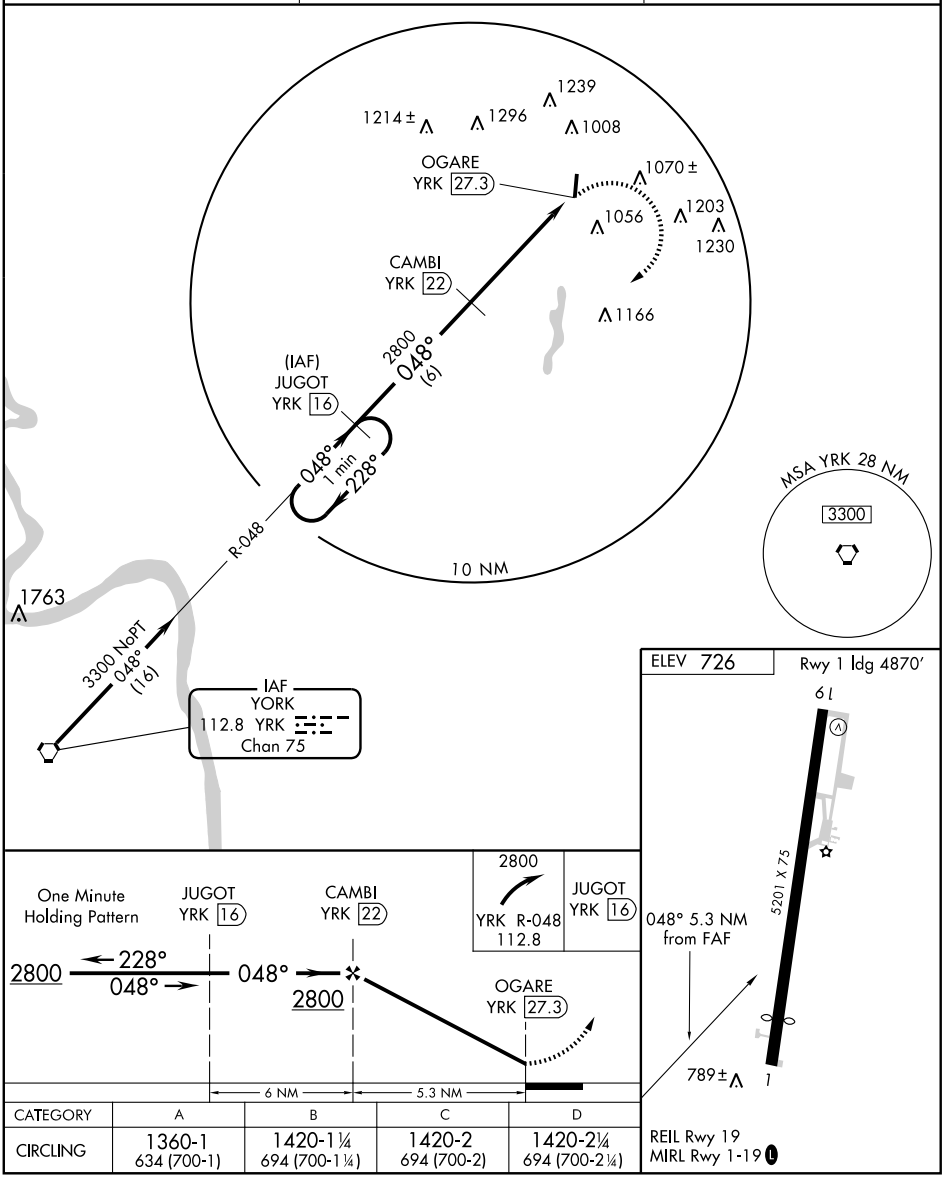
JACKSON/JAMES A. RHODES (I43)

When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and Cat C/D visibilities ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 2800 via YRK R-048 to JUGOT/16 DME and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
118.825	128.4 270.1	122.7 (CTAF) L



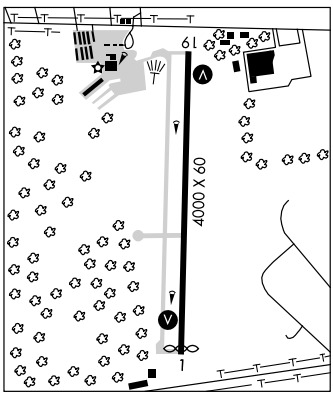
CATEGORY	A	B	C	D
CIRCLING	1360-1 634 (700-1)	1420-1¼ 694 (700-1¼)	1420-2 694 (700-2)	1420-2¼ 694 (700-2¼)

REIL Rwy 19
MIRL Rwy 1-19 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KELLEYS ISLAND LAND FLD (89D) 1 NE UTC−5(−4DT) N41°36.17′ W82°41.08′ **DETROIT**
598 NOTAM FILE CLE
RWY 18–36: H2270X35 (ASPH) LIRL
RWY 18: Bldg. **RWY 36:** Trees.
RWY 09–27: H2203X50 (ASPH) LIRL
RWY 09: Trees. **RWY 27:** Tree.
AIRPORT REMARKS: Unattended. Rwy 18-36 CLOSED indef. Rwy 09–27 pavement poor—weathered with cracks. Ldg fee.
COMMUNICATIONS: CTAF 122.9

KENT STATE UNIV (1G3) 3 W UTC−5(−4DT) N41°09.08′ W81°24.91′ **DETROIT**
1134 B S4 **FUEL** 100LL, JET A1+ TPA—1984(850) NOTAM FILE CLE **L–30G**
RWY 01–19: H4000X60 (ASPH) MIRL 0.4% up N **IAP**
RWY 01: REIL. VASI(V4L)—GA 3.5° TCH 42′. Thld dsplcd 49′. Trees.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1130Z‡–dusk, Sat–Sun 1300Z‡–dusk. Self svc fuel avbl. Self svc fuel OTS indef. Ramp fee for multi–engine and turbine powered acft—waived with fuel purchase. Deer on and invof arpt. For noise abatement procedures ctc arpt manager on 330–672–1943. ACTIVATE MIRL Rwy 01–19; VASI and REIL Rwy 01 and Rwy 19—122.9. Rwy 01 and Rwy 19 REIL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)
CLNC DEL 125.65
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 289° 10 NM to fld. 1194/4W.
AKRON NDB (MHW/LOM) 362 AK N41°04.19′ W81°23.25′ 353° 5.1 NM to fld. NOTAM FILE CLE.



KENTON

HARDIN CO (I95) 3 SW UTC−5(−4DT) N40°36.61′ W83°38.66′ **DETROIT**
1022 B S4 **FUEL** 100LL, JET A1+ TPA—2022(1000) NOTAM FILE DAY **L–27E**
RWY 04–22: H4797X75 (ASPH) S–19 MIRL 0.5% up SW **IAP**
RWY 04: Fence. **RWY 22:** Road.
AIRPORT REMARKS: Attended Sat–Sun 1400–2000Z‡, May–Oct Mon–Fri 1300–0100Z‡, Nov–Apr Mon–Fri 1400–2300Z‡. Birds on and invof arpt. ACTIVATE MIRL Rwy 04–22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
INDIANAPOLIS CENTER APP/DEP CON 128.075
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 168° 21.3 NM to fld. 820/2W.
ALLEN CO (T) VOR 108.4 AOH N40°42.43′ W83°58.09′ 115° 15.9 NM to fld. NOTAM FILE DAY. VOR portion unusable 091°–109° byd 20 NM.

KNOX CO (See MOUNT VERNON)

KOONS (See SALEM)

LAGRANGE (92D) 2 S UTC−5(−4DT) N41°12.17′ W82°06.91′ **DETROIT**
843 TPA—1843(1000) NOTAM FILE CLE
RWY 09–27: 2670X95 (TURF)
RWY 09: P–line. **RWY 27:** Trees
RWY 18–36: 1410X95 (TURF)
RWY 18: Tree. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Arpt occasionally CLOSED for radio controlled model flying. Req blind call on 122.9 at arrival and departure as safety procedure. Rwy 09–27 and Rwy 18–36 soft when wet during spring or after heavy rains, ctc arpt manager for rwy condition 440–610–6013. Rwy 36 has no line of sight with Rwy 09 and Rwy 27 ends. Rwy 18–36 marked with white tires.
COMMUNICATIONS: CTAF 122.9

LAKEFIELD (See CELINA)

LOM AK	APP CRS	Rwy Idg	3950
362	351°	TDZE	1128
		Apt Elev	1134

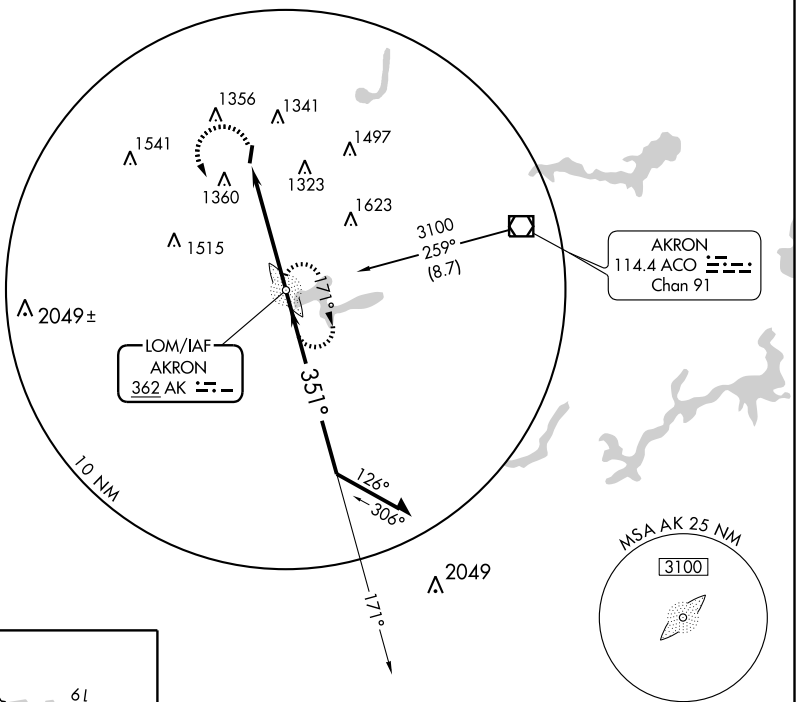
NDB RWY 1

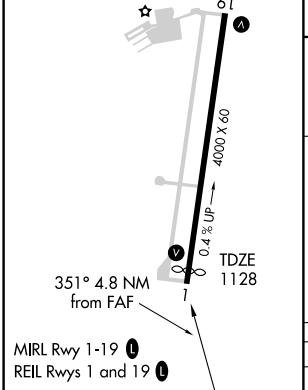
KENT STATE UNIVERSITY (1G3)

NA Use Akron-Canton altimeter setting.

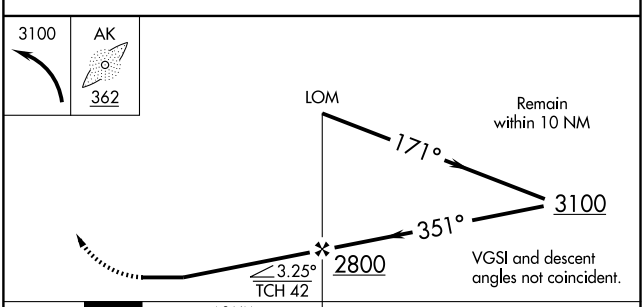
MISSED APPROACH: Climbing left turn to 3100 direct AK LOM and hold.

AKRON-CANTON APP CON ★		CLNC DEL	UNICOM	
118.6	371.875	125.65	122.725 (CTAF)	122.9 L





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-1	1760-1	632 (700-1)	1760-1¾ 632 (700-1¾)	NA
CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

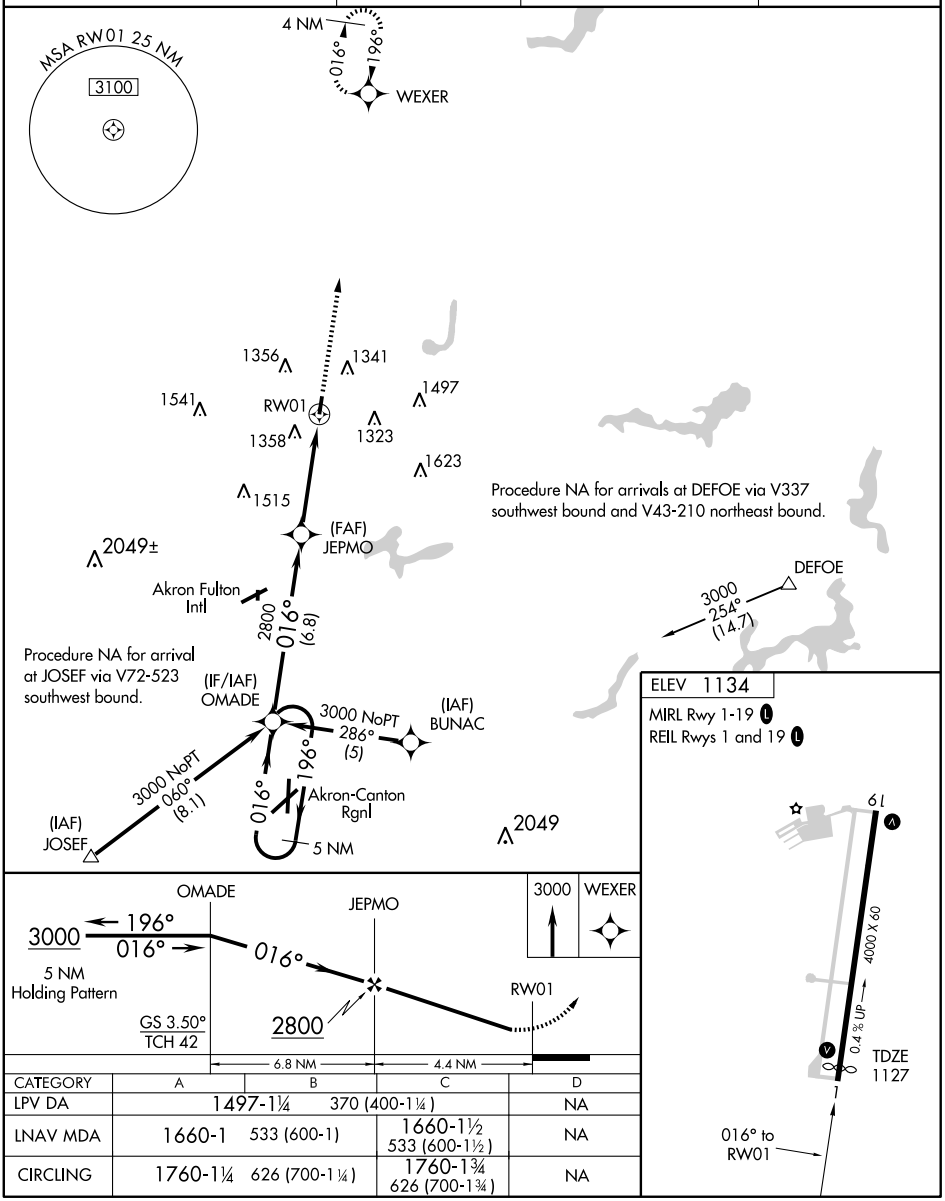
WAAS	APP CRS	Rwy Idg	3950
CH 61001	016°	TDZE	1127
W01A		Apt Elev	1134

RNAV (GPS) RWY 1

KENT STATE UNIVERSITY (1G3)

NA	DME/DME RNP-0.3 NA. Use Akron Fulton Intl altimeter setting; if not received use Akron-Canton Rgnl altimeter setting and increase all DAs/MDAs 20 feet. Visibility reduction by helicopters NA. Baro-VNAV NA.	MISSED APPROACH: Climb to 3000 direct WEXER and hold.

AKRON-CANTON APP CON ★	CLNC DEL	UNICOM	
118.6 371.875	125.65	122.725 (CTAF)	122.9 L



ELEV 1134
MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

CATEGORY	A	B	C	D
LPV DA	1497-1¼	370 (400-1¼)		NA
LNAV MDA	1660-1	533 (600-1)	1660-1½ 533 (600-1½)	NA
CIRCLING	1760-1¼	626 (700-1¼)	1760-1¾ 626 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 65701	196°	TDZE	1134
W19A		Apt Elev	1134

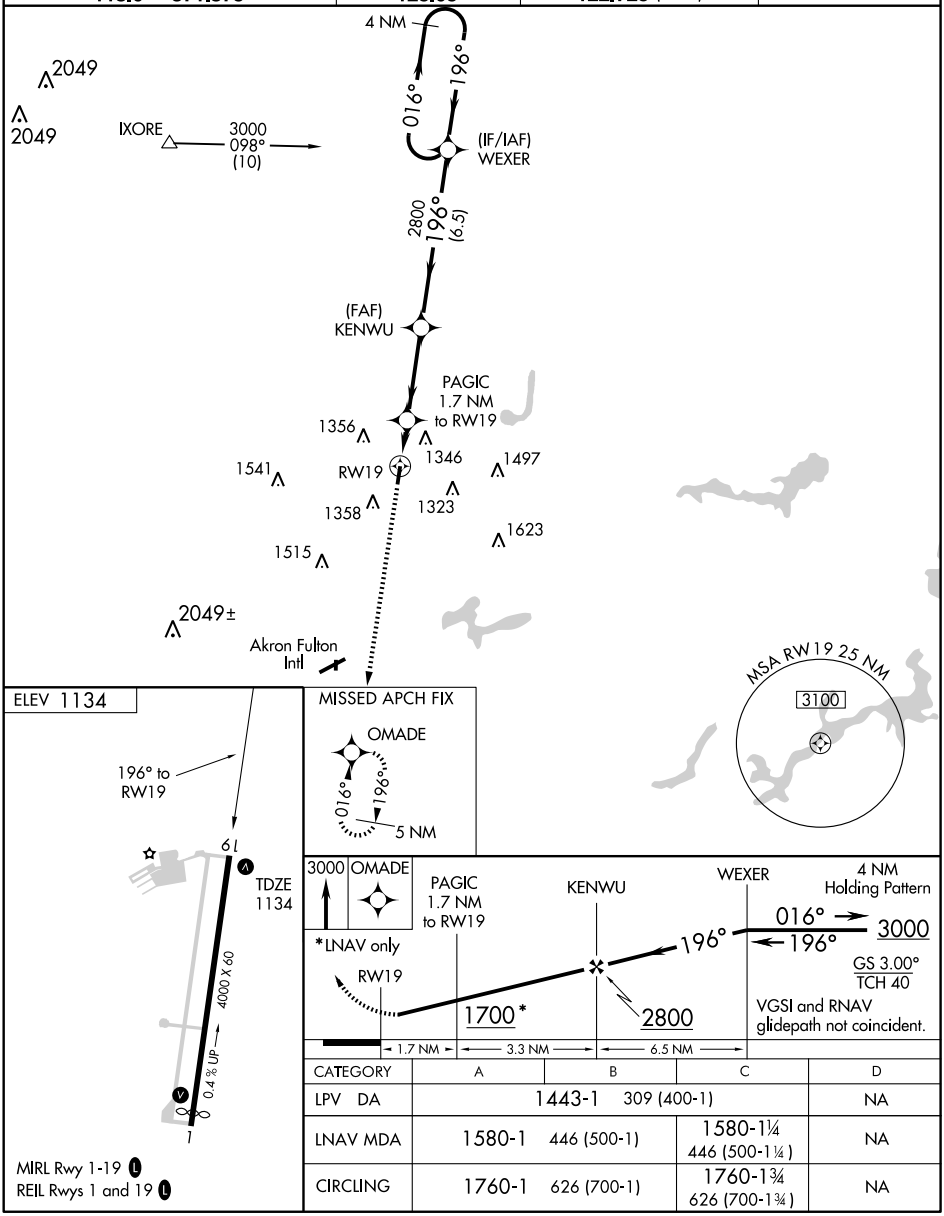
RNAV (GPS) RWY 19

KENT STATE UNIVERSITY (1G3)

NA DME/DME RNP-0.3 NA. Use Akron Fulton Intl altimeter setting; if not received use Akron-Canton Rgnl altimeter setting, and increase all DAs/MDAs 20 feet. Visibility reduction by helicopters NA. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct OMADE and hold.

AKRON-CANTON APP CON *	CLNC DEL	UNICOM	
118.6 371.875	125.65	122.725 (CTAF)	122.9 L



CATEGORY	A	B	C	D
LPV DA	1443-1 309 (400-1)			NA
LNAV MDA	1580-1 446 (500-1)		1580-1¼ 446 (500-1¼)	NA
CIRCLING	1760-1 626 (700-1)		1760-1¾ 626 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

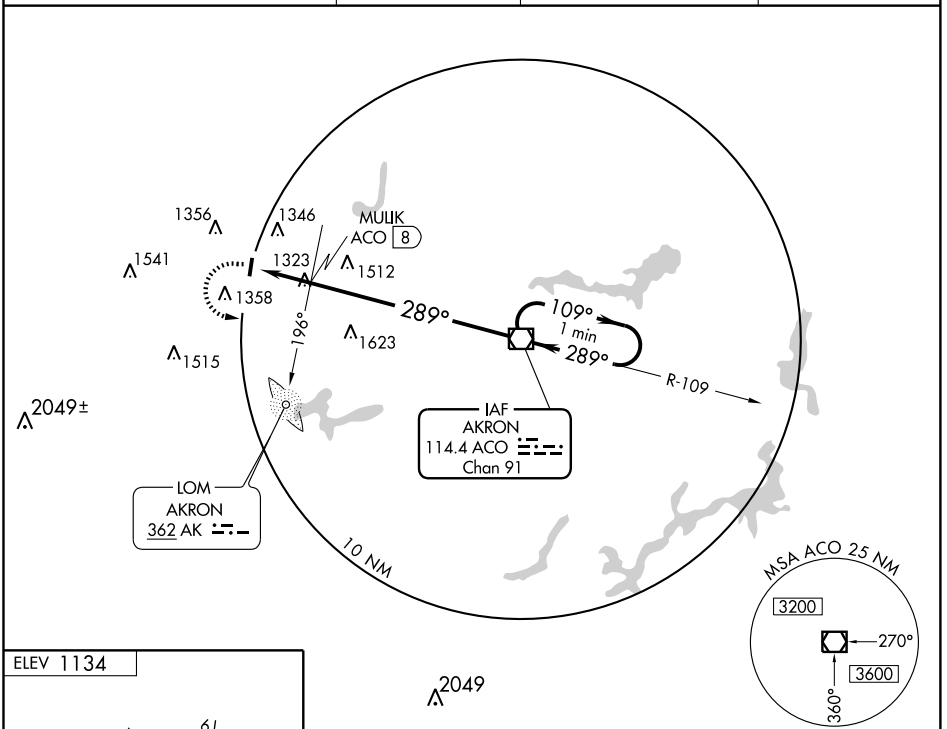
VOR/DME ACO 114.4 Chan 91	APP CRS 289°	Rwy Idg N/A TDZE N/A Apt Elev 1134

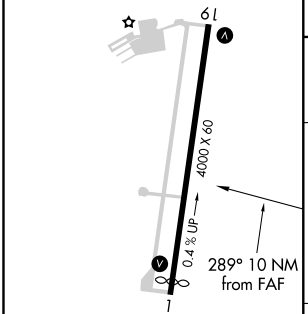
VOR-A

KENT STATE UNIVERSITY (1G3)

⚠ NA Use Akron-Canton altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 direct ACO VOR/DME and hold.

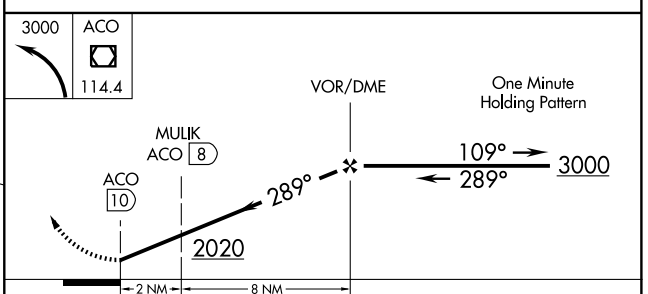
AKRON-CANTON APP CON ★	CLNC DEL	UNICOM	
118.6 371.875	125.65	122.725 (CTAF)	122.9 L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

FAF to MAP 10 NM					
Knots	60	90	120	150	180
Min:Sec	10:00	6:40	5:00	4:00	3:20

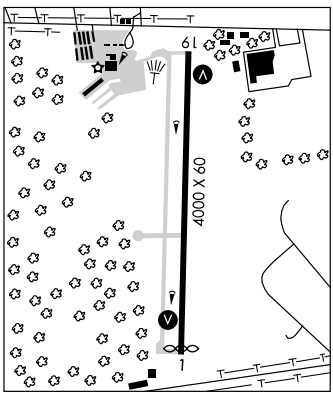


CATEGORY	A	B	C	D
CIRCLING	2020-1¼	886 (900-1¼)	2020-2¾ 886 (900-2¾)	NA
MULIK FIX MINIMUMS				
CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KELLEYS ISLAND LAND FLD (89D) 1 NE UTC−5(−4DT) N41°36.17′ W82°41.08′ **DETROIT**
598 NOTAM FILE CLE
RWY 18–36: H2270X35 (ASPH) LIRL
RWY 18: Bldg. **RWY 36:** Trees.
RWY 09–27: H2203X50 (ASPH) LIRL
RWY 09: Trees. **RWY 27:** Tree.
AIRPORT REMARKS: Unattended. Rwy 18-36 CLOSED indef. Rwy 09–27 pavement poor—weathered with cracks. Ldg fee.
COMMUNICATIONS: CTAF 122.9

KENT STATE UNIV (1G3) 3 W UTC−5(−4DT) N41°09.08′ W81°24.91′ **DETROIT**
1134 B S4 **FUEL** 100LL, JET A1+ TPA—1984(850) NOTAM FILE CLE **L–30G**
RWY 01–19: H4000X60 (ASPH) MIRL 0.4% up N **IAP**
RWY 01: REIL. VASI(V4L)—GA 3.5° TCH 42′. Thld dsplcd 49′. Trees.
RWY 19: REIL. VASI(V4L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1130Z‡–dusk, Sat–Sun 1300Z‡–dusk. Self svc fuel avbl. Self svc fuel OTS indef. Ramp fee for multi–engine and turbine powered acft—waived with fuel purchase. Deer on and invof arpt. For noise abatement procedures ctc arpt manager on 330–672–1943. ACTIVATE MIRL Rwy 01–19; VASI and REIL Rwy 01 and Rwy 19—122.9. Rwy 01 and Rwy 19 REIL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)
CLNC DEL 125.65
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 289° 10 NM to fld. 1194/4W.
AKRON NDB (MHW/LOM) 362 AK N41°04.19′ W81°23.25′ 353° 5.1 NM to fld. NOTAM FILE CLE.



KENTON

HARDIN CO (I95) 3 SW UTC−5(−4DT) N40°36.61′ W83°38.66′ **DETROIT**
1022 B S4 **FUEL** 100LL, JET A1+ TPA—2022(1000) NOTAM FILE DAY **L–27E**
RWY 04–22: H4797X75 (ASPH) S–19 MIRL 0.5% up SW **IAP**
RWY 04: Fence. **RWY 22:** Road.
AIRPORT REMARKS: Attended Sat–Sun 1400–2000Z‡, May–Oct Mon–Fri 1300–0100Z‡, Nov–Apr Mon–Fri 1400–2300Z‡. Birds on and invof arpt. ACTIVATE MIRL Rwy 04–22—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
INDIANAPOLIS CENTER APP/DEP CON 128.075
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 168° 21.3 NM to fld. 820/2W.
ALLEN CO (T) VOR 108.4 AOH N40°42.43′ W83°58.09′ 115° 15.9 NM to fld. NOTAM FILE DAY. VOR portion unusable 091°–109° byd 20 NM.

KNOX CO (See MOUNT VERNON)

KOONS (See SALEM)

LAGRANGE (92D) 2 S UTC−5(−4DT) N41°12.17′ W82°06.91′ **DETROIT**
843 TPA—1843(1000) NOTAM FILE CLE
RWY 09–27: 2670X95 (TURF)
RWY 09: P–line. **RWY 27:** Trees
RWY 18–36: 1410X95 (TURF)
RWY 18: Tree. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. Arpt occasionally CLOSED for radio controlled model flying. Req blind call on 122.9 at arrival and departure as safety procedure. Rwy 09–27 and Rwy 18–36 soft when wet during spring or after heavy rains, ctc arpt manager for rwy condition 440–610–6013. Rwy 36 has no line of sight with Rwy 09 and Rwy 27 ends. Rwy 18–36 marked with white tires.
COMMUNICATIONS: CTAF 122.9

LAKEFIELD (See CELINA)

VORTAC FDY 108.2 Chan 19	APP CRS 222°	Rwy Idg 4797 TDZE 1030 Apt Elev 1030

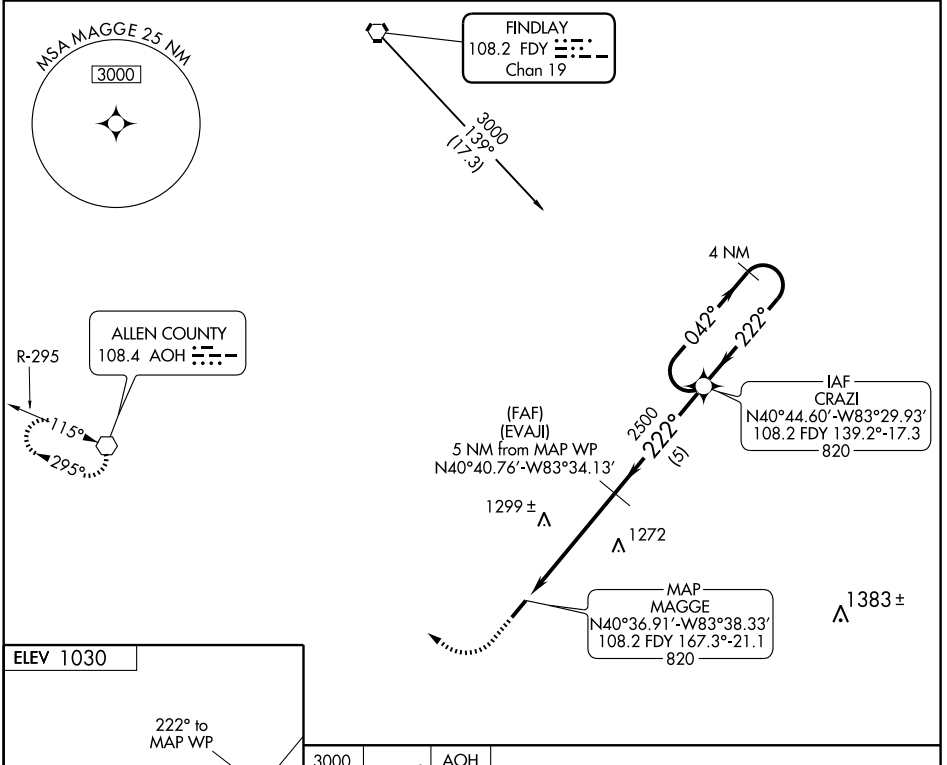
VOR/DME RNAV or GPS RWY 22

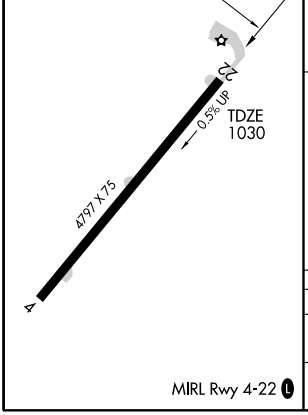
KENTON/HARDIN COUNTY (I95)

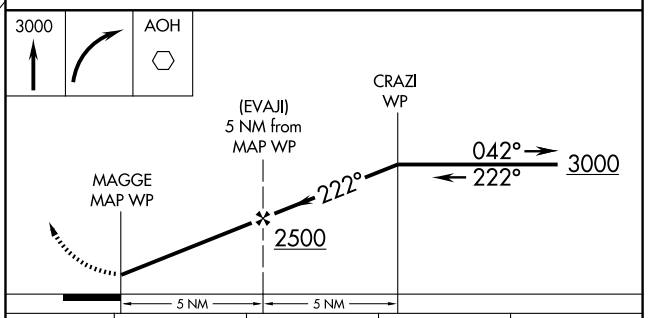
NA — Use Findlay altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct AOH VOR and hold.

FINDLAY ASOS	INDIANAPOLIS CENTER	UNICOM
124.425	128.075 269.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1660-1 630 (700-1)	1660-1¼ 630 (700-1¼)	1660-1¾ 630 (700-1¾)	1660-2 630 (700-2)
CIRCLING	1660-1 630 (700-1)	1660-1¼ 630 (700-1¼)	1660-1¾ 630 (700-1¾)	1660-2 630 (700-2)

MIRL Rwy 4-22 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR AOH	APP CRS	Rwy Idg	N/A
108.4	115°	TDZE	N/A
		Apt Elev	1030

VOR or GPS-A

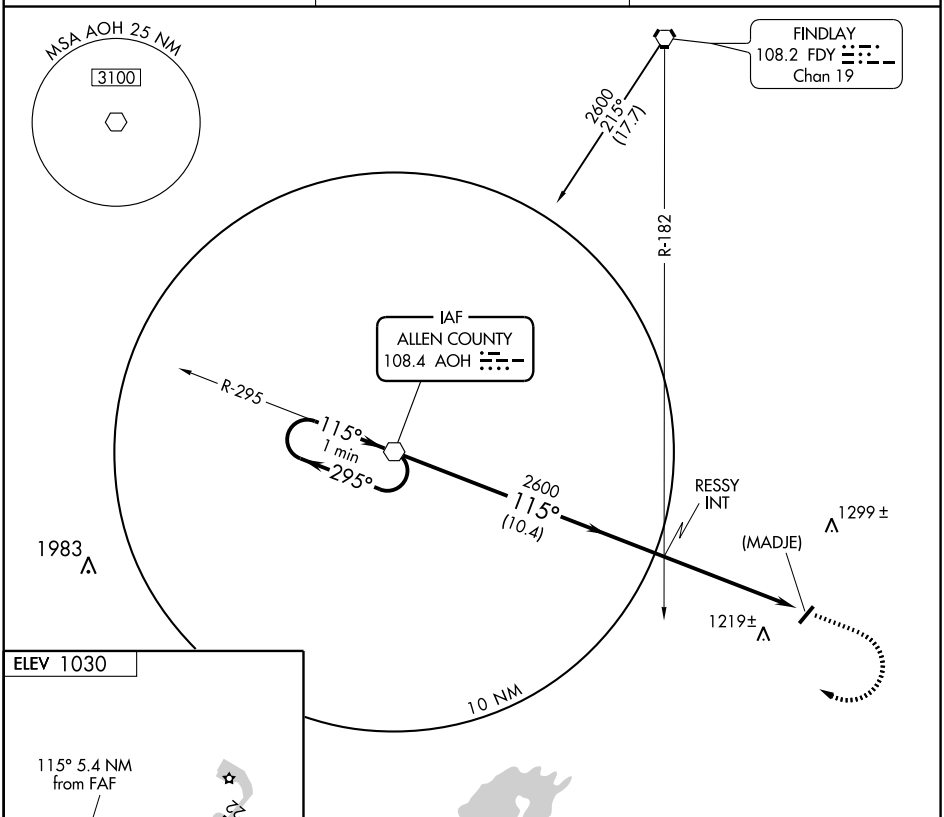
KENTON/HARDIN COUNTY (I95)

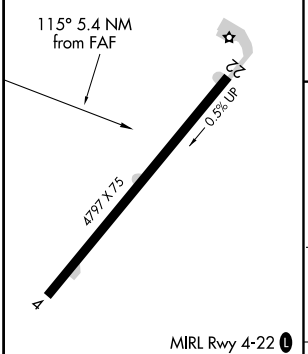
NA

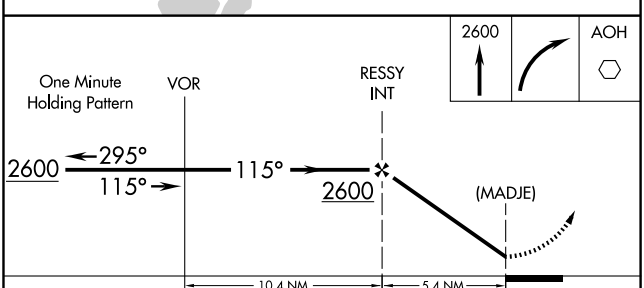
Use Findlay altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct AOH VOR and hold.

FINDLAY ASOS	INDIANAPOLIS CENTER	UNICOM
124.425	128.075 269.0	122.8 (CTAF) L







FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
CIRCLING	1620-1 590 (600-1)	1640-1 610 (700-1)	1640-1¾ 610 (700-1¾)	1640-2 610 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAKELAND N41°40.94′ W81°22.74′ NOTAM FILE CLE. DETROIT
NDB (MHW) 263 LQL at Willoughby Lost Nation Muni. NDB unmonitored. L–30G

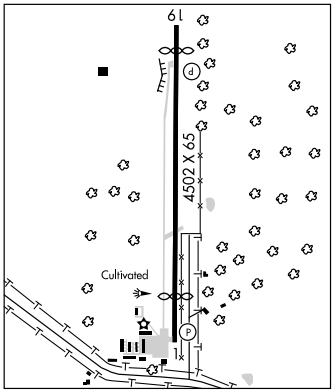
LANCASTER

FAIRFIELD CO (LHQ) 3 NW UTC−5(−4DT) N39°45.34′ W82°39.43′ CINCINNATI
868 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE LHQ H–10G, L–29A
RWY 10–28: H5004X75 (ASPH) S–25.5, D–38.5 HIRL IAP
RWY 10: REIL. PAPI(P4L)—GA 3.0°. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0°. Thld dsplcd 279′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dark. Arpt unattended Christmas, New Years and Thanksgiving. Fuel available 24 hrs with credit card. Run up area N end Rwy 28 closed permanently. Rwy 28 calm wind preferred rwy. ACTIVATE HIRL Rwy 10–28 and REILS Rwy 10 and Rwy 28—122.725. PAPI Rwy 10 and Rwy 28 operates 24 hours.
WEATHER DATA SOURCES: ASOS 118.375 (740) 681–1097.
COMMUNICATIONS: CTAF/UNICOM 122.725
APPLETON RCO 122.1R 116.7T (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 132.3 **CLNC DEL** 121.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.07′ W82°35.30′ 194° 23.9 NM to fld. 1360/6W. HIWAS.
CASER NDB (LOM) 338 LH N39°44.93′ W82°32.12′ 280° 5.7 NM to fld. Unmonitored.
ILS 111.9 I–LHQ Rwy 28. LOM CASER NDB. LOC only. LOM unmonitored. LOC unmonitored.

LANSDOWNE (See YOUNGSTOWN)

LAWRENCE CO AIRPARK (See CHESAPEAKE–HUNTINGTON WVA)

LEBANON–WARREN CO (I68) 3 NW UTC−5(−4DT) N39°27.73′ W84°15.11′ CINCINNATI
898 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE DAY L–27E
RWY 01–19: H4502X65 (ASPH) RWY MIRL (NSTD) 0.3% up N IAP
RWY 01: REIL. PAPI(P4R). Thld dsplcd 630′. P-line. Rgt tfc.
RWY 19: REIL. PAPI(P4L). Thld dsplcd 410′ (dalgt). Trees.
AIRPORT REMARKS: Attended 1230–0300Z‡. PAEW adjacent rwy and twy indef. NSTD MIRL Rwy 01–19, not located at correct place adjacent to dsplcd thld markings. Rwy 19 dsplcd thld not lgtd. Rwy 01 dsplcd thld at the 630′ mark is not lgtd. The former dsplcd thld at 363′ mark is lgtd for night ops. Rwy 19 PAPI OTS indef. Rwy 01 REIL OTS indef. ACTIVATE MIRL Rwy 01–19—123.075.
WEATHER DATA SOURCES: AWOS–3 120.55 (513) 934–5500.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225
Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)
DAYTON CLNC DEL 119.4 (937) 454–7282
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 279° 21 NM to fld 1050/4W.
ONIDA NDB (LOM) 223 MW N39°34.69′ W84°19.42′ 159° 7.7 NM to fld. NOTAM FILE DAY. Unmonitored.



GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

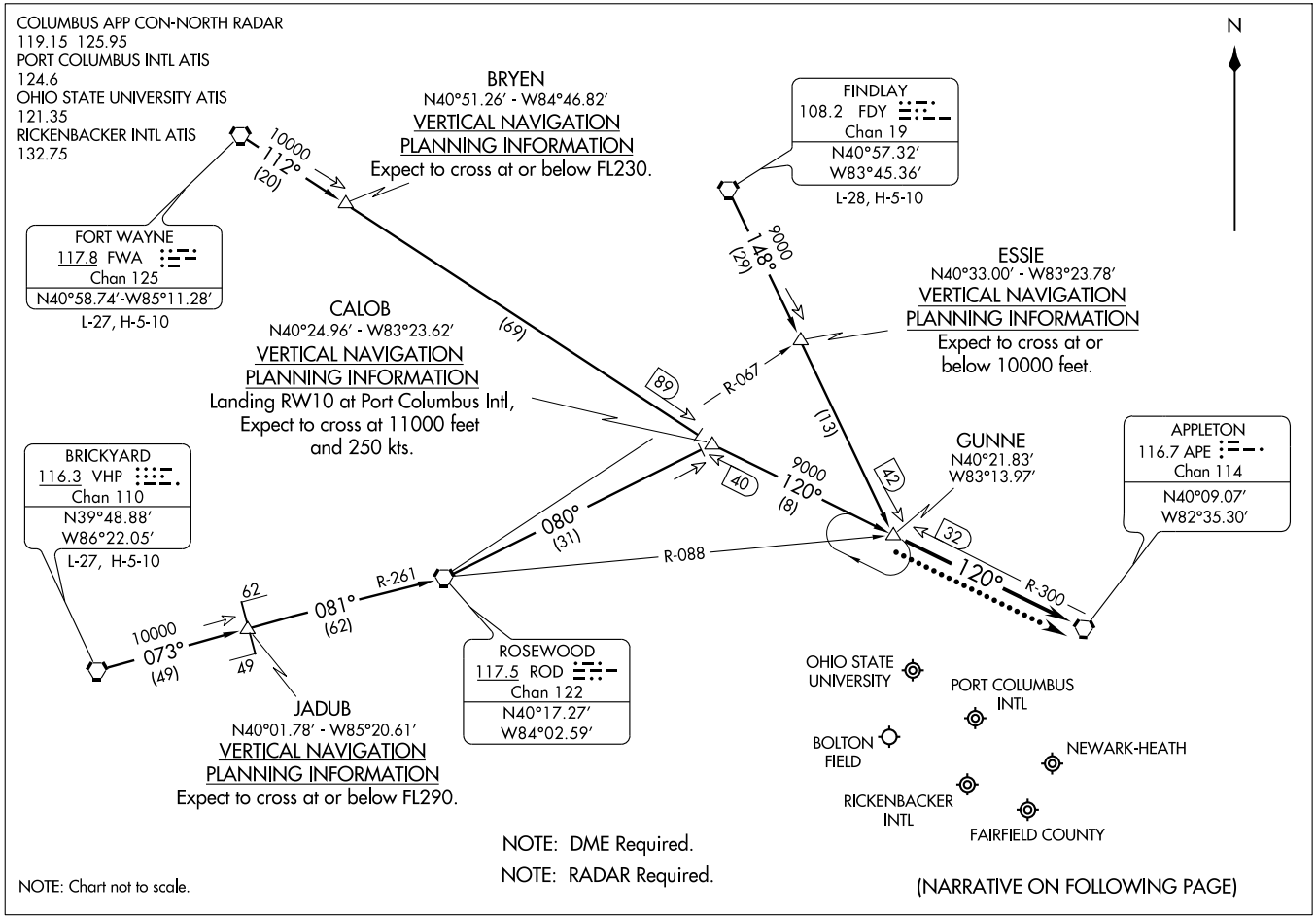
GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-LHQ	APP CRS	Rwy Idg	4725
111.9	280°	TDZE	864
		Apt Elev	869

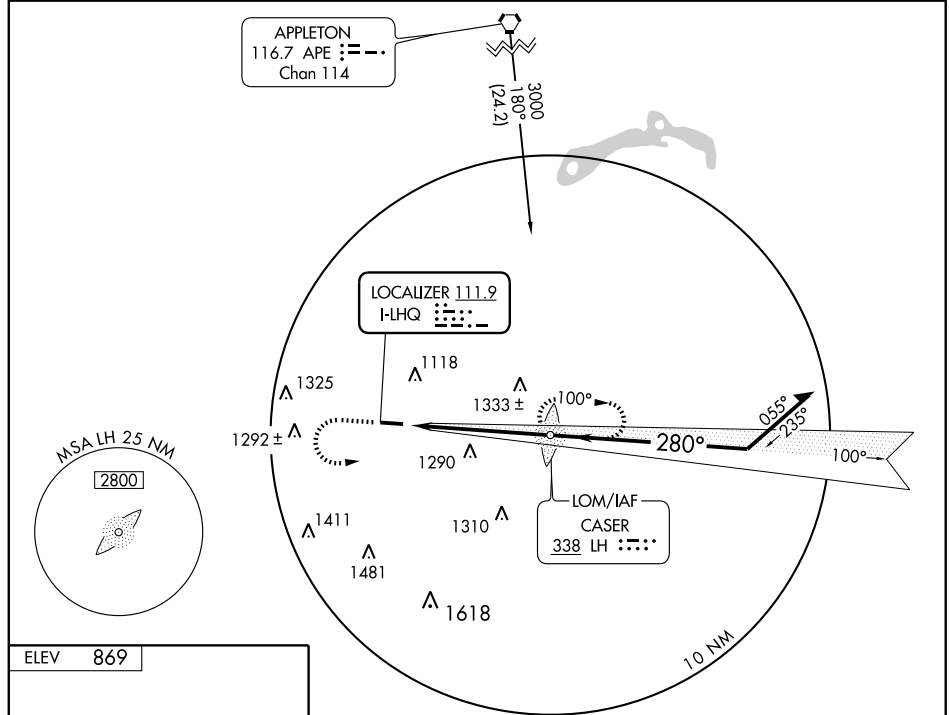
LOC RWY 28

LANCASTER/FAIRFIELD COUNTY (LHQ)

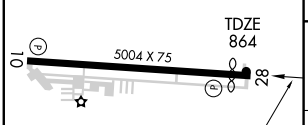
NA

MISSED APPROACH: Climb to 2700 then left turn direct CASER LOM and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L



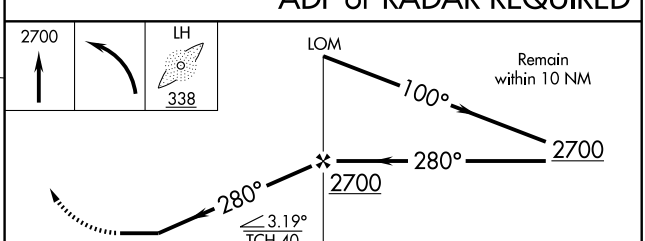
ELEV 869



REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-28	1520-1	656 (700-1)	1520-1¾ 656 (700-1¾)	NA
CIRCLING	1520-1 651 (700-1)	1540-1 671 (700-1)	1640-2¼ 771 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97701 W10A	APP CRS 100°	Rwy Idg 5004 TDZE 857 Apt Elev 868

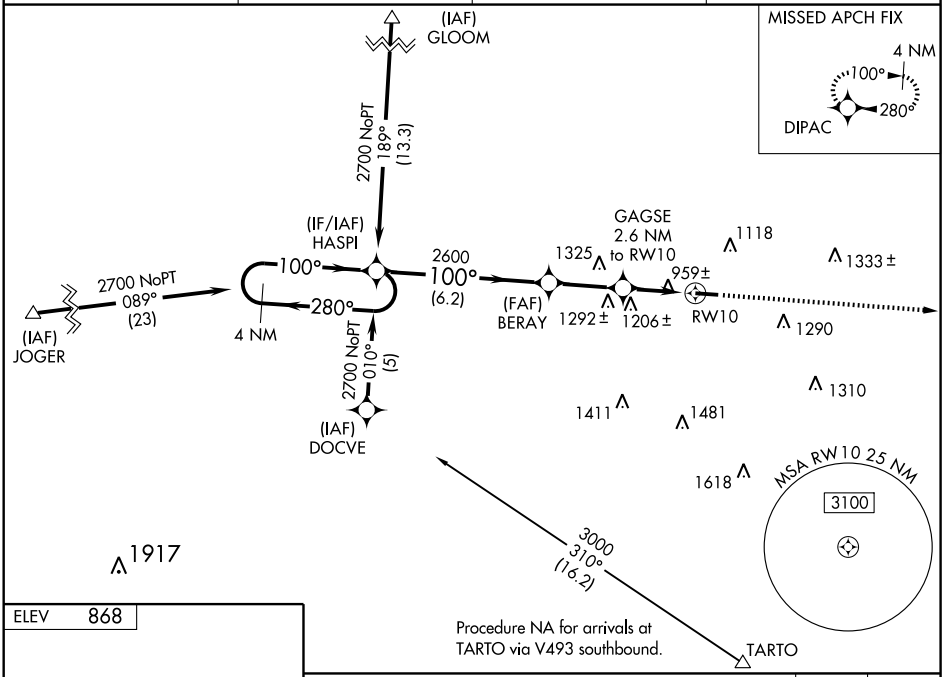
RNAV (GPS) RWY 10

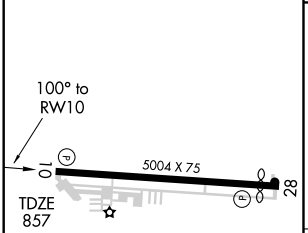
LANCASTER/FAIRFIELD COUNTY (LHQ)

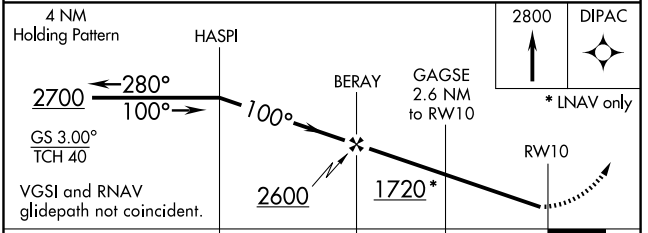
Baro-VNAV NA when using Rickenbacker Intl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DAs 48 feet, and all MDAs 60 feet, and increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct DIPAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1170-1 313 (400-1)			NA
LNAV/VNAV DA	1291-1½ 434 (500-1½)			NA
LNAV MDA	1460-1 603 (600-1)		1460-1¾ 603 (600-1¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4725
280°	TDZE	864
	Apt Elev	868

RNAV (GPS) RWY 28

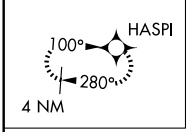
LANCASTER/FAIRFIELD COUNTY (LHQ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, and LNAV/Circling visibility Cat C ¼ mile.

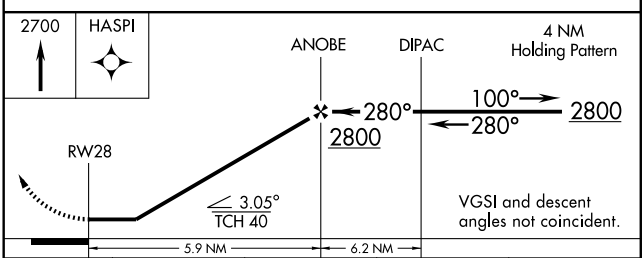
MISSED APPROACH: Climb to 2700 direct HASPI and hold.

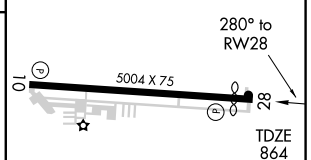
ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L

MISSED APCH FIX



Procedure NA for arrivals at APE VORTAC via airway radials 117 CW 168.





CATEGORY	A	B	C	D
LNAV MDA	1520-1 656 (700-1)		1520-1¾ 656 (700-1¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC APE 116.7 Chan 114	APP CRS 194°	Rwy Idg N/A TDZE N/A Apt Elev 869

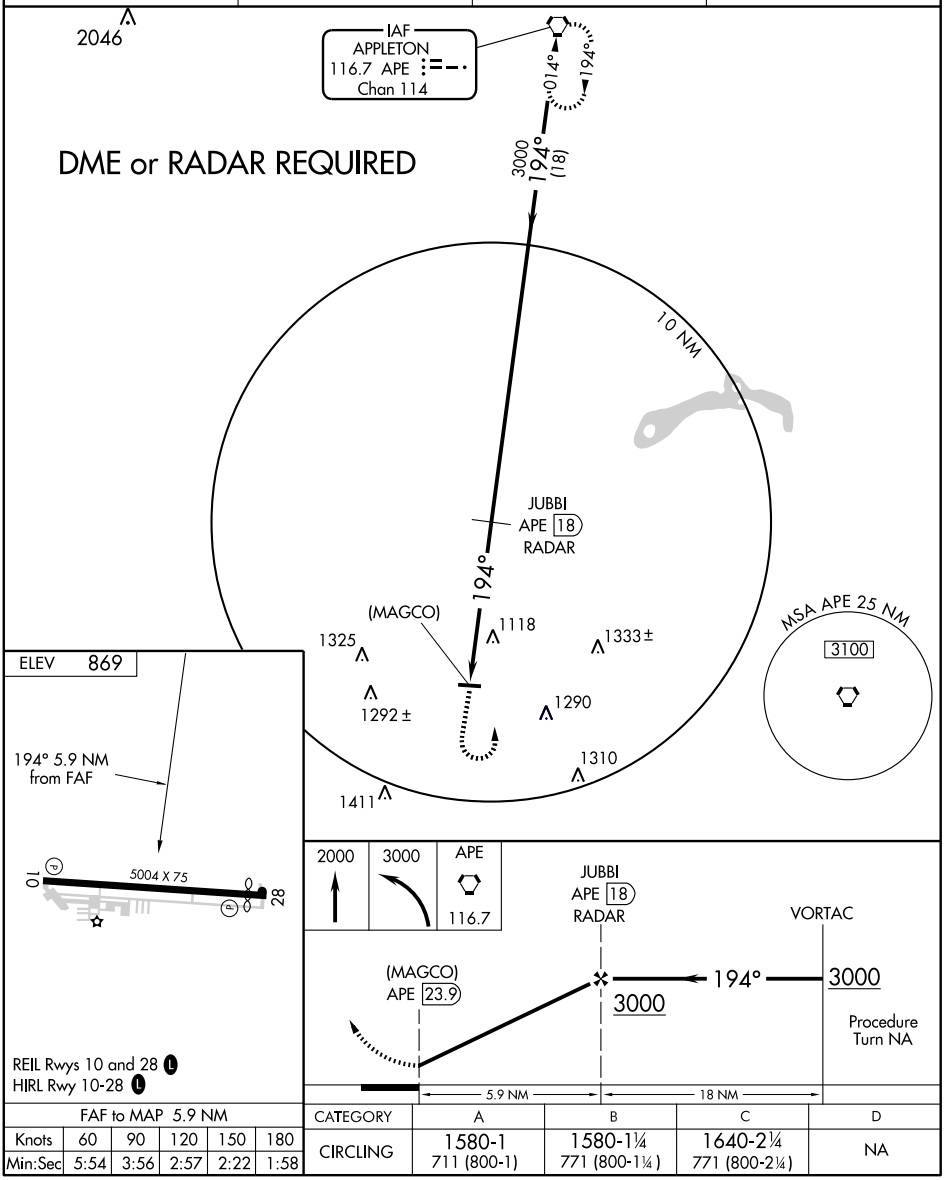
VOR or GPS-A

LANCASTER/FAIRFIELD COUNTY (LHQ)

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM
118.375	132.3 279.6	121.65	122.725 (CTAF) L



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
CIRCLING	1580-1 711 (800-1)	1580-1¼ 771 (800-1¼)	1640-2¼ 771 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAKELAND N41°40.94′ W81°22.74′ NOTAM FILE CLE. DETROIT
NDB (MHW) 263 LQL at Willoughby Lost Nation Muni. NDB unmonitored. L–30G

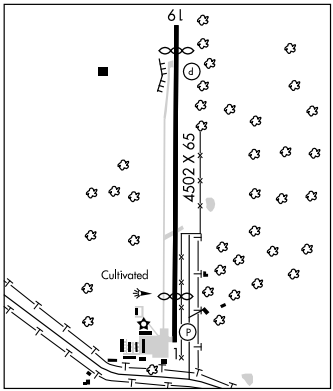
LANCASTER

FAIRFIELD CO (LHQ) 3 NW UTC−5(−4DT) N39°45.34′ W82°39.43′ CINCINNATI
868 B S4 **FUEL** 100LL, JET A1 + NOTAM FILE LHQ H–10G, L–29A
RWY 10–28: H5004X75 (ASPH) S–25.5, D–38.5 HIRL IAP
RWY 10: REIL. PAPI(P4L)—GA 3.0°. Trees.
RWY 28: REIL. PAPI(P4L)—GA 3.0°. Thld dsplcd 279′. Road.
AIRPORT REMARKS: Attended 1300Z‡–dark. Arpt unattended Christmas, New Years and Thanksgiving. Fuel available 24 hrs with credit card. Run up area N end Rwy 28 closed permanently. Rwy 28 calm wind preferred rwy. ACTIVATE HIRL Rwy 10–28 and REILS Rwy 10 and Rwy 28—122.725. PAPI Rwy 10 and Rwy 28 operates 24 hours.
WEATHER DATA SOURCES: ASOS 118.375 (740) 681–1097.
COMMUNICATIONS: CTAF/UNICOM 122.725
APPLETON RCO 122.1R 116.7T (DAYTON RADIO)
Ⓡ **COLUMBUS APP/DEP CON** 132.3 **CLNC DEL** 121.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.07′ W82°35.30′ 194° 23.9 NM to fld. 1360/6W. HIWAS.
CASER NDB (LOM) 338 LH N39°44.93′ W82°32.12′ 280° 5.7 NM to fld. Unmonitored.
ILS 111.9 I–LHQ Rwy 28. LOM CASER NDB. LOC only. LOM unmonitored. LOC unmonitored.

LANSDOWNE (See YOUNGSTOWN)

LAWRENCE CO AIRPARK (See CHESAPEAKE–HUNTINGTON WVA)

LEBANON–WARREN CO (I68) 3 NW UTC−5(−4DT) N39°27.73′ W84°15.11′ CINCINNATI
898 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE DAY L–27E
RWY 01–19: H4502X65 (ASPH) RWY MIRL (NSTD) 0.3% up N IAP
RWY 01: REIL. PAPI(P4R). Thld dsplcd 630′. P-line. Rgt tfc.
RWY 19: REIL. PAPI(P4L). Thld dsplcd 410′ (dalgt). Trees.
AIRPORT REMARKS: Attended 1230–0300Z‡. PAEW adjacent rwy and twy indef. NSTD MIRL Rwy 01–19, not located at correct place adjacent to dsplcd thld markings. Rwy 19 dsplcd thld not lgtd. Rwy 01 dsplcd thld at the 630′ mark is not lgtd. The former dsplcd thld at 363′ mark is lgtd for night ops. Rwy 19 PAPI OTS indef. Rwy 01 REIL OTS indef. ACTIVATE MIRL Rwy 01–19—123.075.
WEATHER DATA SOURCES: AWOS–3 120.55 (513) 934–5500.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225
Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)
DAYTON CLNC DEL 119.4 (937) 454–7282
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 279° 21 NM to fld 1050/4W.
ONIDA NDB (LOM) 223 MW N39°34.69′ W84°19.42′ 159° 7.7 NM to fld. NOTAM FILE DAY. Unmonitored.



LOM MW	APP CRS	Rwy ldg	N/A
223	158°	TDZE	N/A
		Apt Elev	898

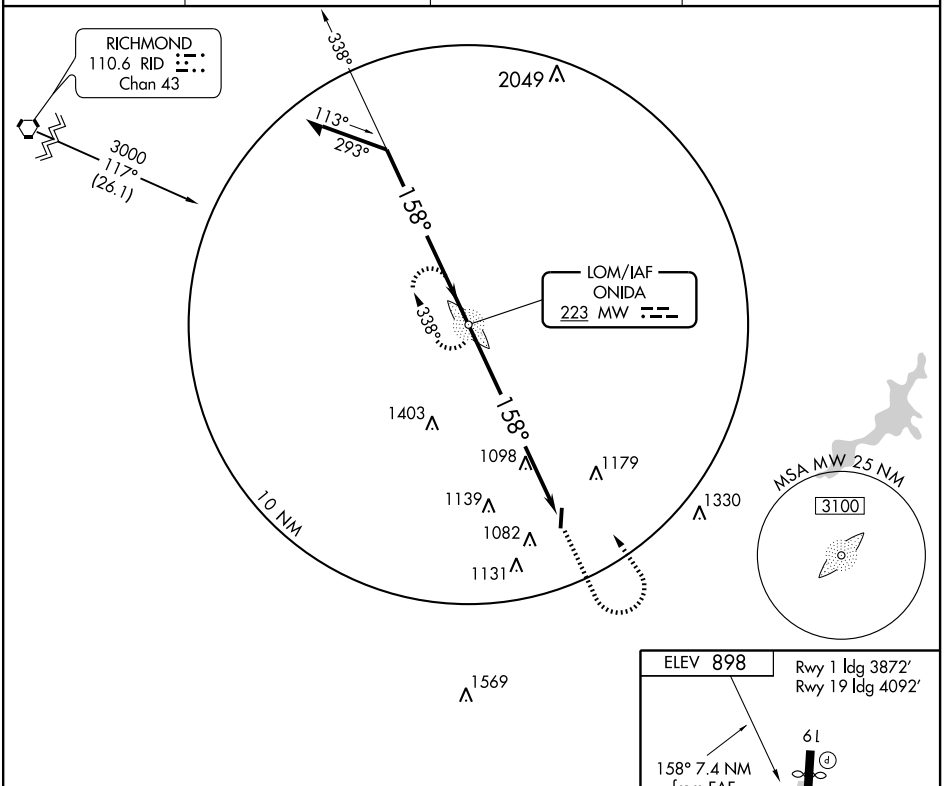
NDB-A

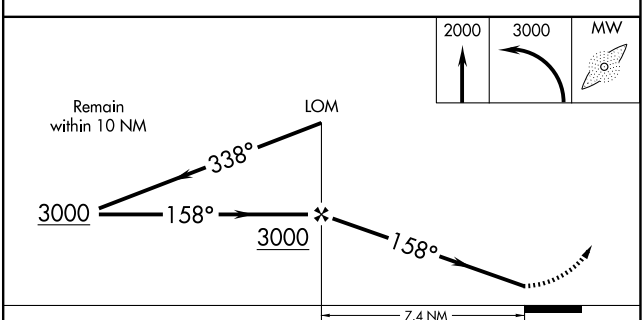
LEBANON-WARREN COUNTY (I68)

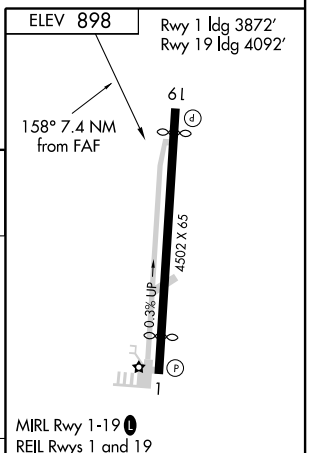
⚠ NA — When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all MDA 40 feet and Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MW LOM and hold.

AWOS-3	DAYTON APP CON	DAYTON CLNC DEL	UNICOM
120.55	118.85 127.225 327.1	119.4	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1680-1 782 (800-1)	1680-1¼ 782 (800-1¼)	1680-2¼ 782 (800-2¼)	1680-2½ 782 (800-2½)

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	3872
009°	TDZE	889
	Apt Elev	898

RNAV (GPS) RWY 1

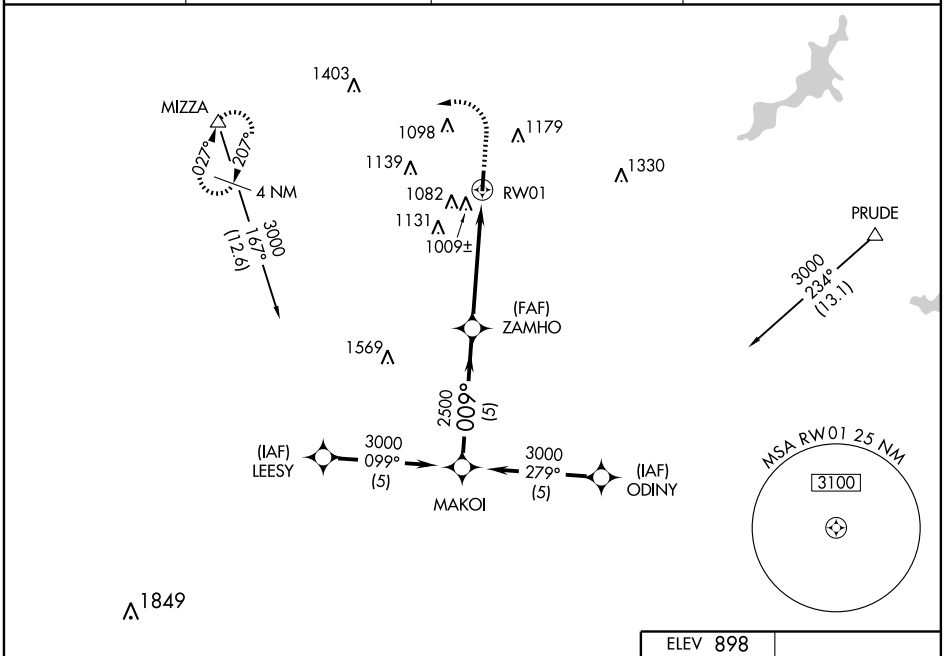
LEBANON-WARREN COUNTY (I68)

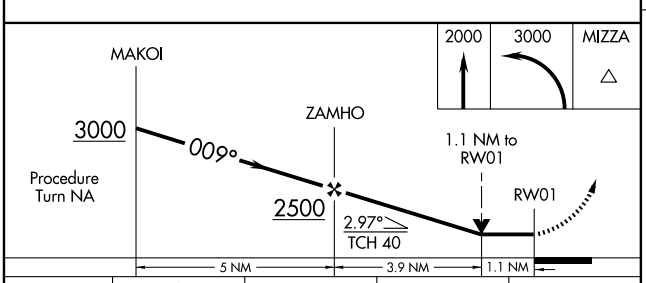
NA

When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting. VDP NA with Dayton-Wright Brothers altimeter setting. DME/DME RNP-0.3 NA.

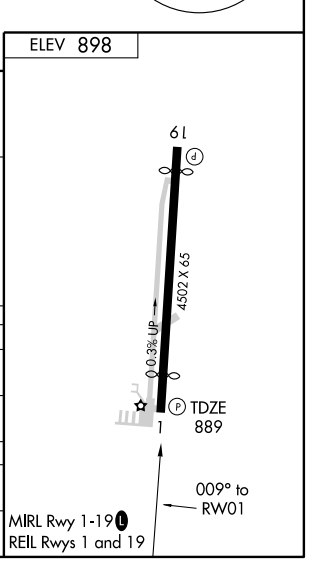
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MIZZA WP and hold.

AWOS-3	DAYTON APP CON	DAYTON CLNC DEL	UNICOM
120.55	118.85 127.225 327.1	119.4	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1260-1 371 (400-1)			1260-1¼ 371 (400-1¼)
CIRCLING	1440-1 542 (600-1)		1480-1½ 582 (600-1½)	1480-2 582 (600-2)
DAYTON-WRIGHT BROTHERS ALTIMETER SETTING MINIMUMS				
LNAV MDA	1300-1 411 (500-1)		1300-1¼ 411 (500-1¼)	
CIRCLING	1480-1 582 (600-1)		1520-1¾ 622 (700-1¾)	1520-2 622 (700-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

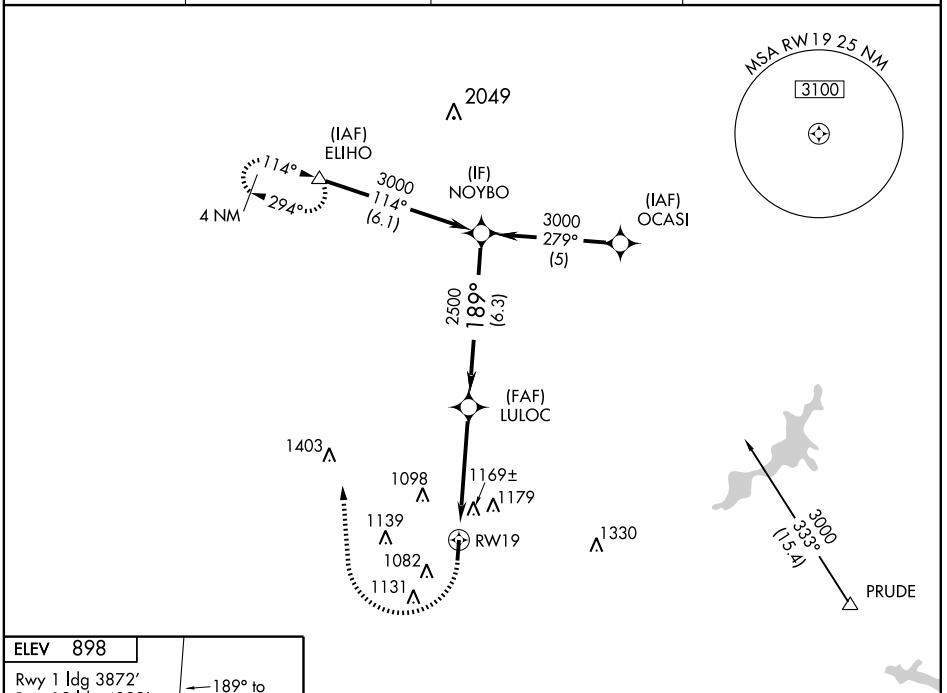
APP CRS	Rwy ldg	4092
189°	TDZE	897
	Apt Elev	898

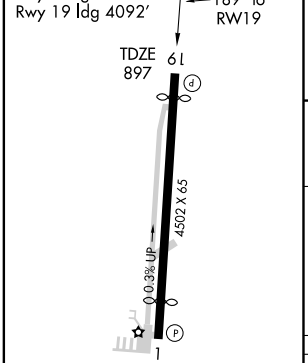
RNAV (GPS) RWY 19
LEBANON-WARREN COUNTY (I68)

NA When local altimeter not received, use Dayton-Wright Brothers altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

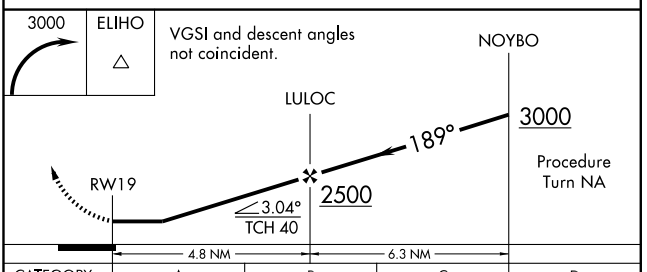
MISSED APPROACH: Climbing right turn to 3000 direct ELIHO and hold.

AWOS-3	DAYTON APP CON	DAYTON CLNC DEL	UNICOM
120.55	118.85 127.225 327.1	119.4	123.075 (CTAF) L





MIRL Rwy 1-19 L
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
LNAV MDA	1420-1	523 (600-1)	1420-1½ 523 (600-1½)	1420-1¾ 523 (600-1¾)
CIRCLING	1480-1	582 (600-1)	1480-1½ 582 (600-1½)	1480-2 582 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LEIPSIC

RUHE'S (R47) 3W UTC−5(−4DT) N41°06.19′ W84°03.11′ **DETROIT**
801 S4 NOTAM FILE CLE **L–28J**

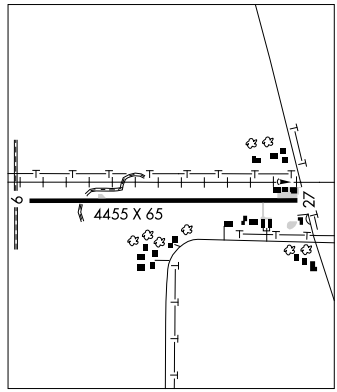
RWY 09–27: H4455X65 (ASPH) LIRL (NSTD)
RWY 09: Railroad. **RWY 27:** Antenna.

AIRPORT REMARKS: Attended dalgt hrs. Field primary for dusting/spraying ops. Most tkfs to W; ldgs E; no tfc pattern for agriculture planes. For LIRL Rwy 09–27 call 419–943–3352. Rwy 09–27 NSTD LIRL. Thld lgtd with 360° green lgts and Rwy lgts S side offset 20′.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 306° 16.1 NM to fld. 820/2W.



LIMA ALLEN CO (AOH) 5 SE UTC−5(−4DT) N40°42.45′ W84°01.62′ **DETROIT**

975 B S4 **FUEL** 100LL, JET A1 + OX 1 NOTAM FILE AOH **H–10G, L–27E**
IAP

RWY 10–28: H6000X150 (ASPH) D–60 HIRL 0.5% up E.
RWY 10: PAPI(P4L)—GA 3.0° TCH 46′. Tree.
RWY 28: REIL. PAPI(P4R)—GA 3.0° TCH 46′.

RWY 14–32: 2500X150 (ASPH–TURF)
RWY 14: Pole. **RWY 32:** Tree.

AIRPORT REMARKS: Attended Mon–Thr 1100–0100Z‡, Fri 1100–2300Z‡, Sat 1400–2000Z‡, Sun 1600–2000Z‡. Rwy 14–32 CLOSED winters. Rwy 14–32 first 600′ Rwy 32 paved 150′ wide. PAPI Rwy 10 and Rwy 28 opr continuously. ACTIVATE HIRL Rwy 10–28 and REIL Rwy 28—CTAF.

WEATHER DATA SOURCES: ASOS 108.4 AOH (419) 224–6098.

COMMUNICATIONS: CTAF/UNICOM 122.7
ALLEN CO RCO 122.1R 108.4T (DAYTON RADIO)
INDIANAPOLIS CENTER APP/DEP CON 128.075

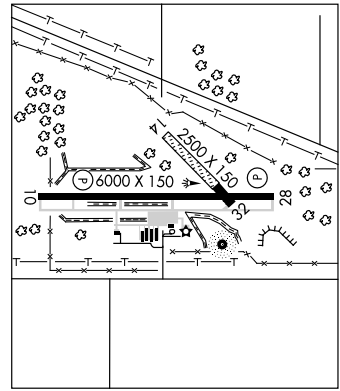
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 222° 19.3 NM to fld. 820/2W.
NOTAM FILE FDY.

ALLEN CO (T) VOR 108.4 AOH N40°42.43′ W83°58.09′ 274° 2.7 NM to fld. **ASOS.**
VOR portion unusable 091°–109° byd 20 NM.

NDB (MHW) 362 LYL N40°42.27′ W84°01.40′ at fld. Unmonitored. SHUTDOWN.

ILS 109.3 I–AOH Rwy 28. Class 1E. LOC unusable byd 25° left side of course. ILS unmonitored.



LONDON N39°55.89′ W83°27.84′ NOTAM FILE DAY. **CINCINNATI**

NDB (MHW) 263 UYF at Madison Co. **L–29A**

LOC I-AOH	APP CRS	Rwy Idg	6000
109.3	276°	TDZE	975
		Apt Elev	975

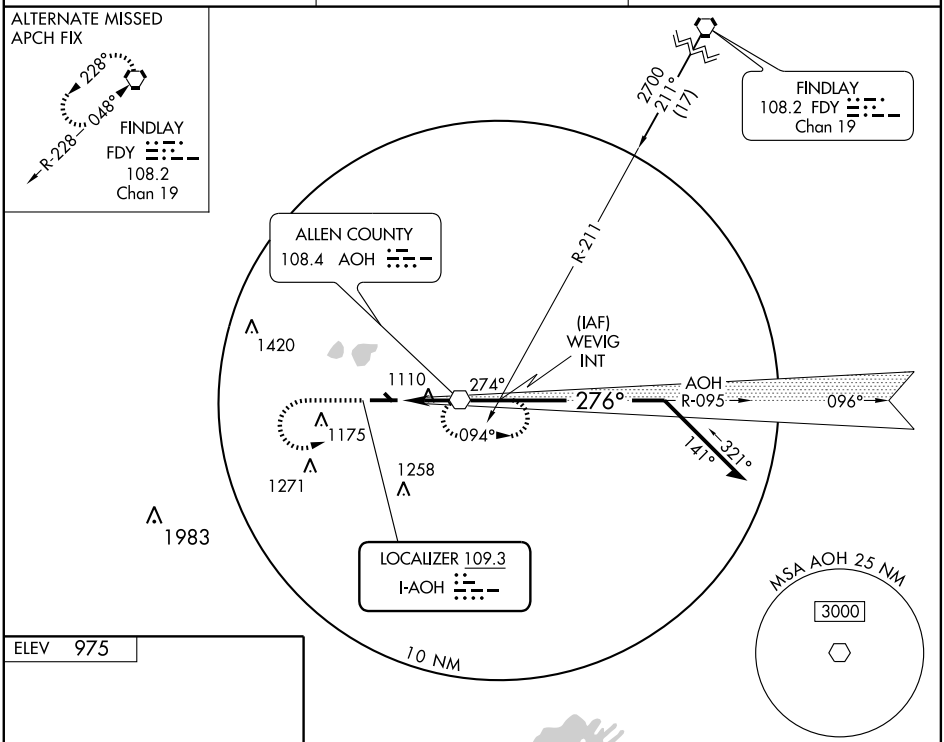
ILS or LOC RWY 28
LIMA ALLEN COUNTY (AOH)

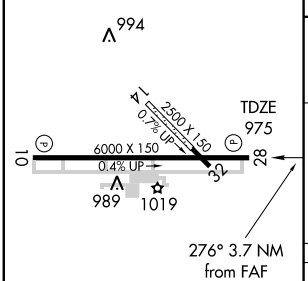
When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase S-ILS 28 all Cats visibility ¼ mile and increase S-LOC 28 Cat D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 then left turn direct AOH VOR and hold.

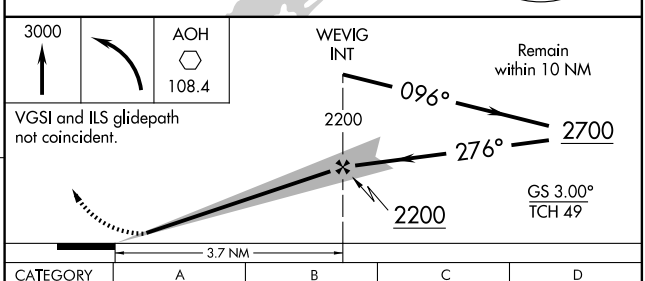
ASOS	INDIANAPOLIS CENTER	UNICOM
108.4	128.075 269.0	122.7 (CTAF) L





REIL Rwy 28 L
HIRL Rwy 10-28 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 28	1175-¾ 200 (200-¾)			
S-LOC 28	1380-1 405 (500-1)		1380-1¼ 405 (500-1¼)	
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
Ch 65816	096°	TDZE	961
W10A		Apt Elev	975

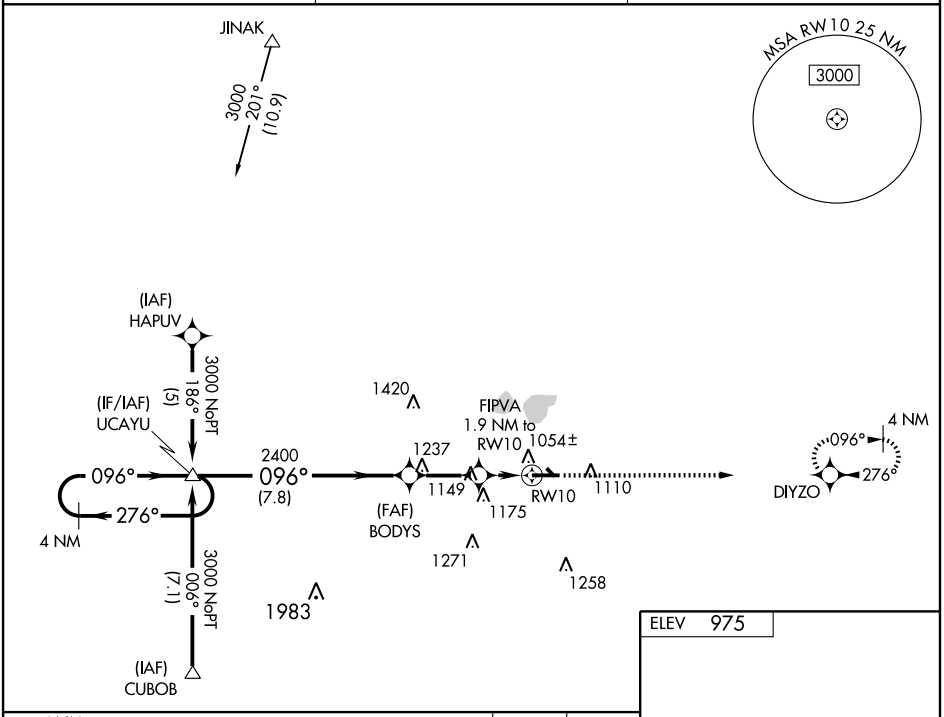
RNAV (GPS) RWY 10

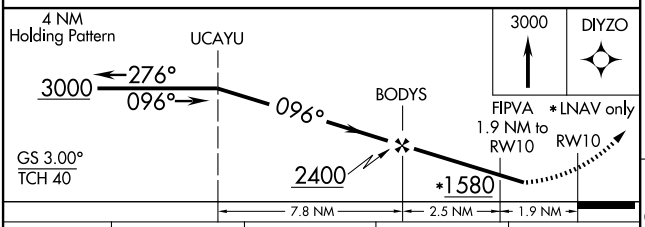
LIMA ALLEN COUNTY (AOH)

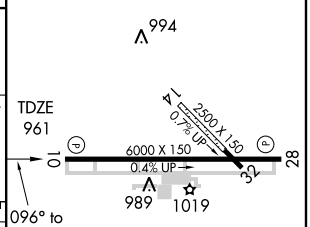
Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct DIYZO and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
108.4	128.075 269.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1252-1 291 (300-1)			
LNAV/VNAV DA	1324-1¼ 363 (400-1¼)			
LNAV MDA	1400-1 439 (500-1)		1400-1¼ 439 (500-1¼)	1400-1½ 439 (500-1½)
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

REIL Rwy 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
Ch 50511	276°	TDZE	975
W28A		Apt Elev	975

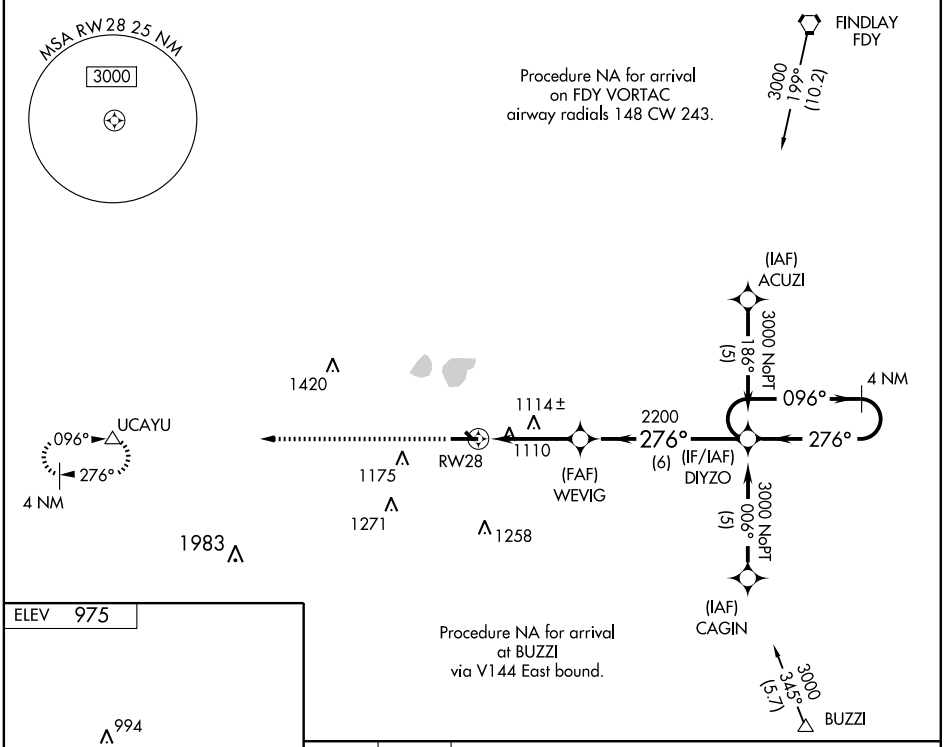
RNAV (GPS) RWY 28

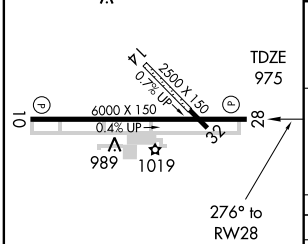
LIMA ALLEN COUNTY (AOH)

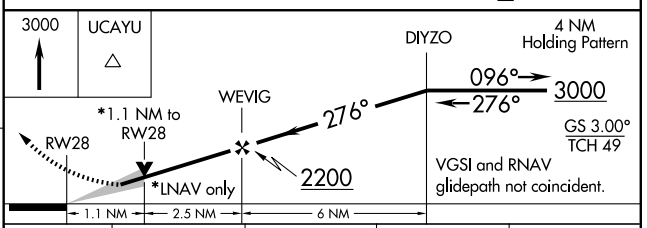
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Findlay altimeter setting. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibilities ¼ mile, and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct UCAYU and hold. When authorized by ATC, climb-in-hold to 6000.

ASOS	INDIANAPOLIS CENTER	UNICOM
108.4	128.075 269.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1175-¾ 200 (200-¾)			
LNAV/VNAV DA	1391-1½ 416 (500-1½)			
LNAV MDA	1380-1 405 (500-1)		1380-1¼ 405 (500-1¼)	
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

REIL Rwy 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR AOH	APP CRS	Rwy Idg	6000
108.4	274°	TDZE	975
		Apt Elev	975

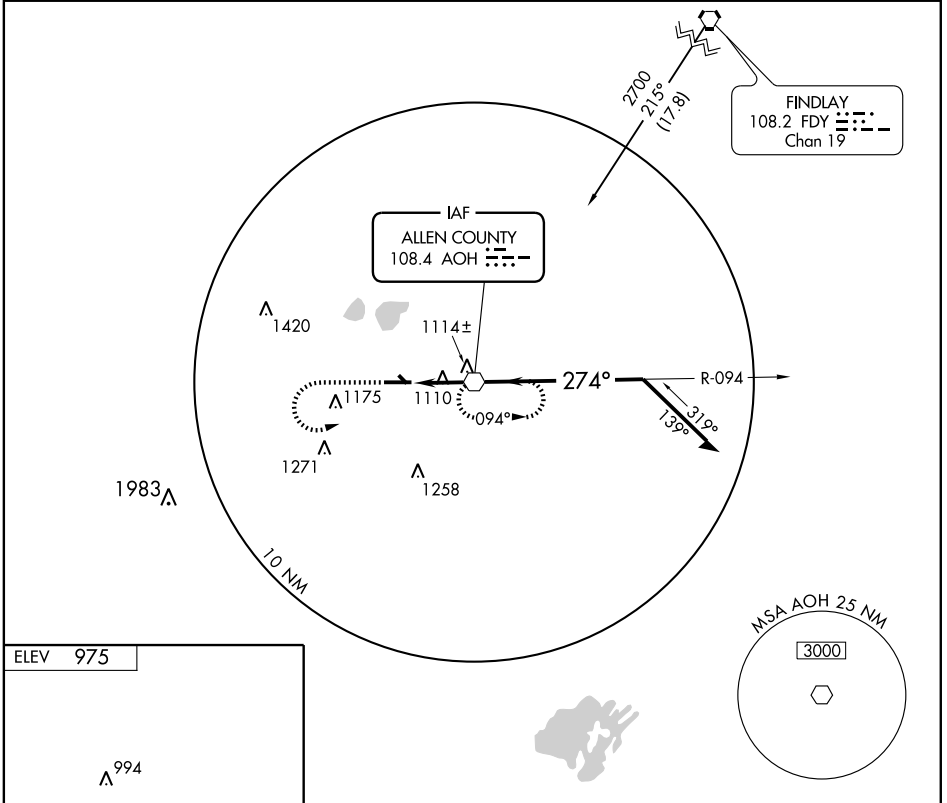
VOR RWY 28

LIMA ALLEN COUNTY (AOH)

When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 80 feet and S-28 Cat D visibility ¼ mile.

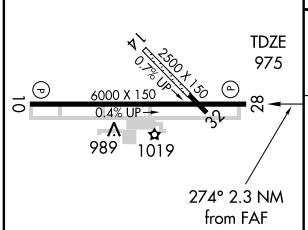
MISSED APPROACH: Climb to 3000 then left turn direct AOH VOR and hold.

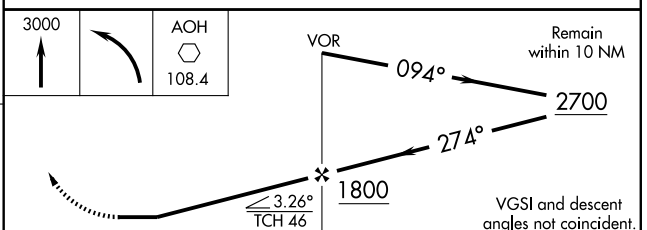
ASOS	INDIANAPOLIS CENTER	UNICOM
108.4	128.075 269.0	122.7 (CTAF) L



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010





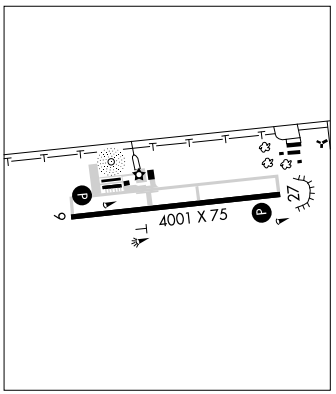
REIL Rwy 28 L
HIRL Rwy 10-28 L

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
S-28	1380-1 405 (500-1)		1380-1¼ 405 (500-1¼)	
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1½ 465 (500-1½)	1540-2 565 (600-2)

LONDON

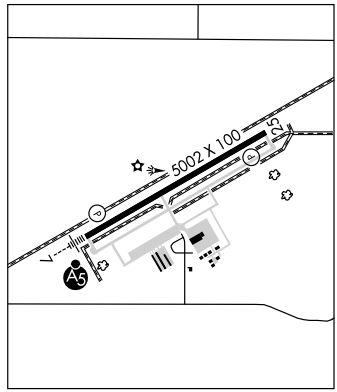
MADISON CO (UYF) 3N UTC−5(−4DT) N39°55.96′ W83°27.72′ — CINCINNATI
1082 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY — L–29A
RWY 09–27: H4001X75 (ASPH) S–30, D–40 MIRL 0.8% up W — IAP
RWY 09: REIL. PAPI(P4L)–TCH 31′.
RWY 27: REIL. PAPI(P4L)–TCH 31′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Sat–Sun 1400–2200Z‡. 24 hr self svc fuel after hrs. ACTIVATE MIRL Rwy 09–27 and PAPI and REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225
Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ 076° 18.6 NM to fld. 1047/4W.
LONDON NDB (MHW) 263 UYF N39°55.89′ W83°27.84′ at fld. NOTAM FILE DAY.



LORAIN CO RGNL (See LORAIN/ELYRIA)

LORAIN (ELYRIA)

LORAIN CO RGNL (LPR) 6 S UTC−5(−4DT) N41°20.66′ W82°10.66′ — DETROIT
793 B S4 **FUEL** 100LL, JET A TPA—1793(1000) NOTAM FILE LPR — H–10G, L–30G
RWY 07–25: H5002X100 (ASPH–GRVD) S–80, D–110, 2S–175, 2D–180 HIRL — IAP
RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 54′.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
AIRPORT REMARKS: Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended Mon–Fri 1200–0400Z‡, Sat–Sun 1200–0300Z‡. Birds; coyotes and deer on and invof arpt. Pilots opr in Oberlin area req to avoid and remain well clear of Oberlin College due to music conservatory. All tfc ops N of arpt as per FAR Part 93, Subpart J. HIRL Rwy 07–25 preset low ints, to increase ints and ACTIVATE MALSR Rwy 07—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (440) 323–7088.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **CLEVELAND APP/DEP CON** 126.35 **CLNC DEL** 125.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 226° 1.1 NM to fld. 780/5W. **HIWAS.**
ILS 111.7 I–LQG Rwy 07.
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.



MADEIRA N39°13.37′ W84°21.32′ NOTAM FILE LUK. — CINCINNATI
NDB (MHW) 379 MDE 206° 7.7 NM to Cincinnati Muni Arpt Lunken Fld. Unmonitored when twr clsd. — L–27E

MADISON CO (See LONDON)

MAD RIVER INC (See TREMONT CITY)

MANNS N40°45.98′ W82°26.71′ NOTAM FILE MFD. — DETROIT
NDB (MHW/LOM) 372 MF 321° 4.6 NM to Mansfield Lahm Rgnl. — L–29A

NDB UYF	APP CRS	Rwy Idg	4001
263	091°	TDZE	1082
		Apt Elev	1082

NDB RWY 9

LONDON/ MADISON COUNTY (UYF)

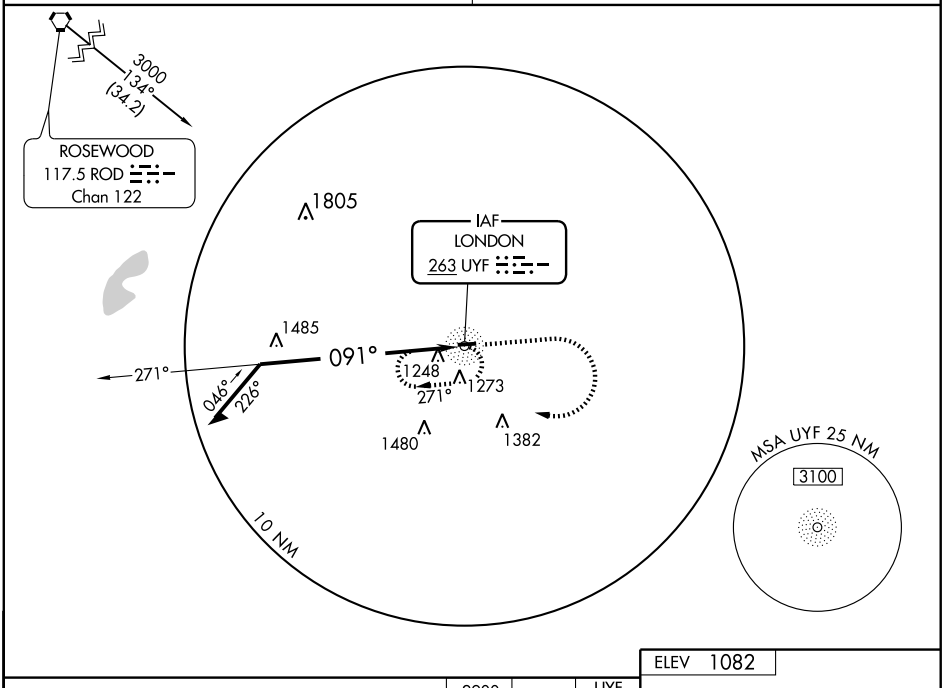
T
A NA

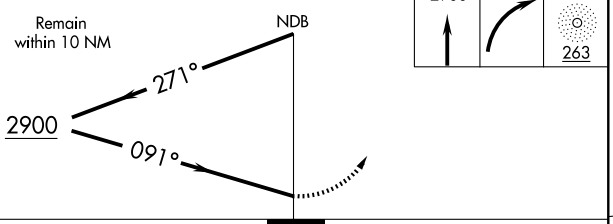
Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2900 then right turn direct UYF NDB and hold.

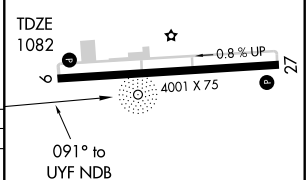
DAYTON APP CON
118.85 127.225 327.1

UNICOM
123.0 (CTAF) L





ELEV 1082



CATEGORY	A	B	C	D
S-9	1900-1 818 (900-1)	1900-1¼ 818 (900-1¼)	1900-2½ 818 (900-2½)	1900-2¾ 818 (900-2¾)
CIRCLING	1900-1 818 (900-1)	1900-1¼ 818 (900-1¼)	1900-2½ 818 (900-2½)	1900-2¾ 818 (900-2¾)
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-9	1940-1 858 (900-1)	1940-1¼ 858 (900-1¼)	1940-2½ 858 (900-2½)	1940-2¾ 858 (900-2¾)
CIRCLING	1940-1 858 (900-1)	1940-1¼ 858 (900-1¼)	1940-2½ 858 (900-2½)	1940-2¾ 858 (900-2¾)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 53409 W09A	APP CRS 093°	Rwy Idg 4001 TDZE 1082 Apt Elev 1082

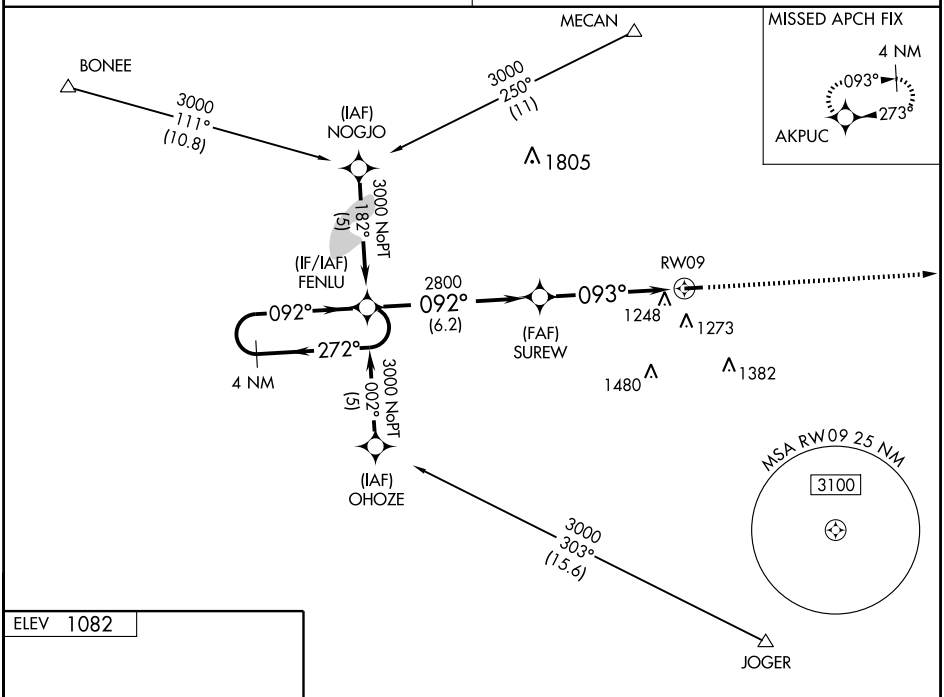
RNAV (GPS) RWY 9

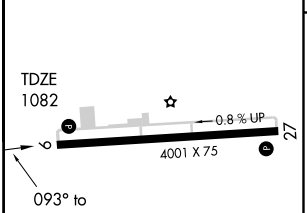
LONDON/MADISON COUNTY (UYF)

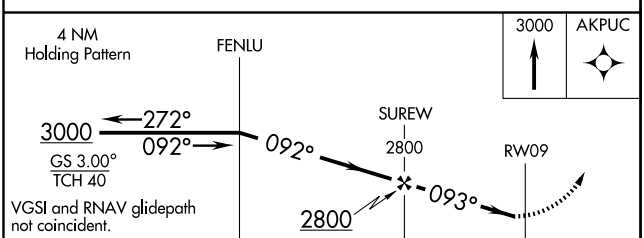
Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct AKPUC and hold.

DAYTON APP CON	UNICOM
118.85 127.225 327.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1332-1 250 (300-1)			
LNAV/VNAV DA	1548-1¾ 466 (500-1¾)			
LNAV MDA	1580-1 498 (500-1)		1580-1¼ 498 (500-1¼)	1580-1½ 498 (500-1½)
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1½ 558 (600-1½)	1640-2 558 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4001
CH 61009	273°	TDZE	1073
W27A		Apt Elev	1082

RNAV (GPS) RWY 27

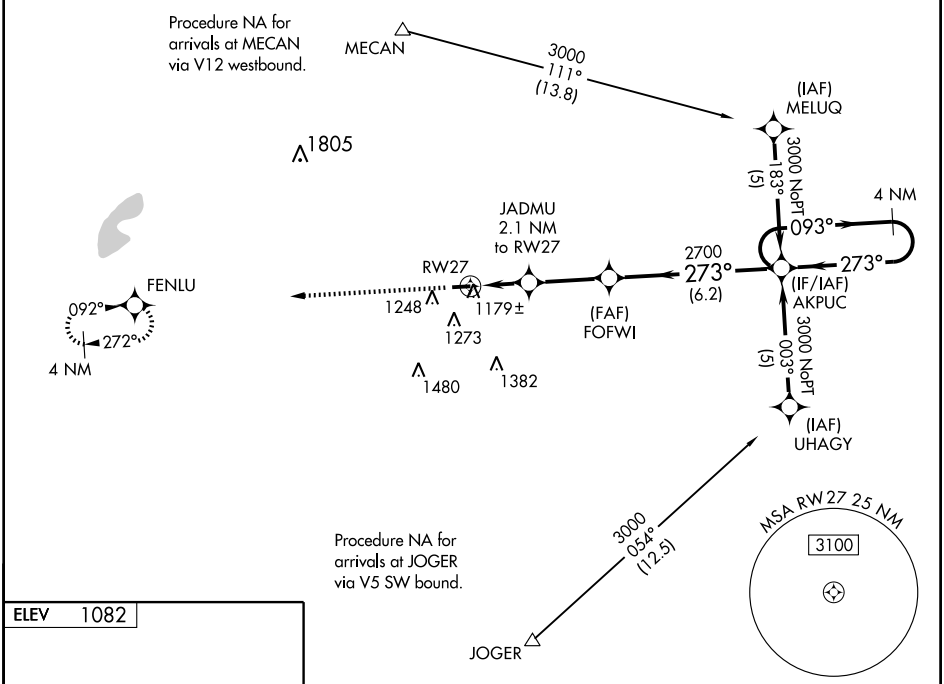
LONDON/ MADISON COUNTY (UYF)

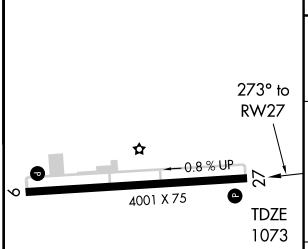
Baro-VNAV and VDP NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LPV visibility ¼ mile all Cats, LNAV Cat C/D ¼ mile, and Circling Cat C ¼ mile.

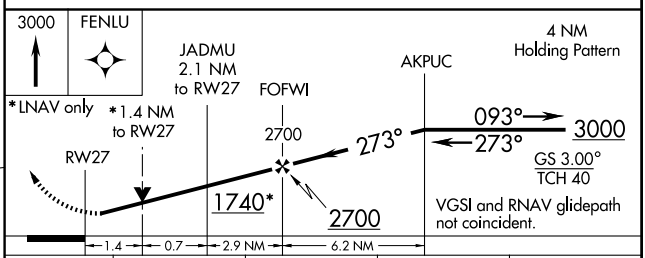
NA

MISSED APPROACH: Climb to 3000 direct FENLU and hold.

DAYTON APP CON	UNICOM
118.85 127.225 327.1	123.0 (CTAF) L







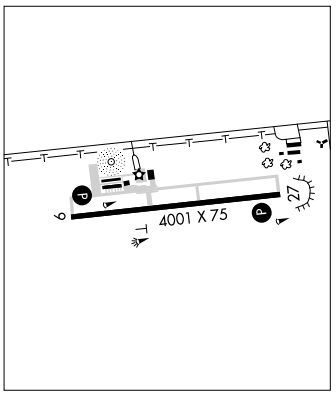
CATEGORY	A	B	C	D
LPV DA	1400-1¼ 327 (400-1¼)			
LNAV/ VNAV DA	1449-1½ 376 (400-1½)			
LNAV MDA	1540-1 467 (500-1)		1540-1¼ 467 (500-1¼)	1540-1½ 467 (500-1½)
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1½ 558 (600-1½)	1640-2 558 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LONDON

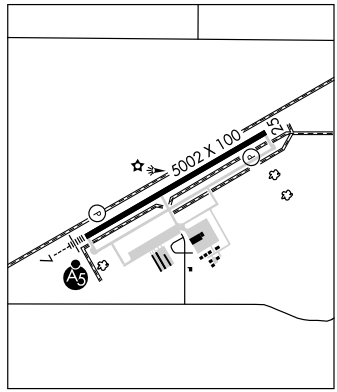
MADISON CO (UYF) 3N UTC−5(−4DT) N39°55.96′ W83°27.72′ — CINCINNATI
1082 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY — L–29A
RWY 09–27: H4001X75 (ASPH) S–30, D–40 MIRL 0.8% up W — IAP
RWY 09: REIL. PAPI(P4L)–TCH 31′.
RWY 27: REIL. PAPI(P4L)–TCH 31′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–2100Z‡, Sat–Sun 1400–2200Z‡. 24 hr self svc fuel after hrs. ACTIVATE MIRL Rwy 09–27 and PAPI and REIL Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225
Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
SPRINGFIELD (T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ 076° 18.6 NM to fld. 1047/4W.
LONDON NDB (MHW) 263 UYF N39°55.89′ W83°27.84′ at fld. NOTAM FILE DAY.



LORAIN CO RGNL (See LORAIN/ELYRIA)

LORAIN (ELYRIA)

LORAIN CO RGNL (LPR) 6 S UTC−5(−4DT) N41°20.66′ W82°10.66′ — DETROIT
793 B S4 **FUEL** 100LL, JET A TPA—1793(1000) NOTAM FILE LPR — H–10G, L–30G
RWY 07–25: H5002X100 (ASPH–GRVD) S–80, D–110, 2S–175, 2D–180 HIRL — IAP
RWY 07: MALSR. PAPI(P4L)—GA 3.0° TCH 54′.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
AIRPORT REMARKS: Special Air Traffic Rules–Part 93, see Regulatory Notices. Attended Mon–Fri 1200–0400Z‡, Sat–Sun 1200–0300Z‡. Birds; coyotes and deer on and invof arpt. Pilots opr in Oberlin area req to avoid and remain well clear of Oberlin College due to music conservatory. All tfc ops N of arpt as per FAR Part 93, Subpart J. HIRL Rwy 07–25 preset low ints, to increase ints and ACTIVATE MALSR Rwy 07—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (440) 323–7088.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **CLEVELAND APP/DEP CON** 126.35 **CLNC DEL** 125.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 226° 1.1 NM to fld. 780/5W. **HIWAS.**
ILS 111.7 I–LQG Rwy 07.
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.



MADEIRA N39°13.37′ W84°21.32′ NOTAM FILE LUK. — CINCINNATI
NDB (MHW) 379 MDE 206° 7.7 NM to Cincinnati Muni Arpt Lunken Fld. Unmonitored when twr clsd. — L–27E

MADISON CO (See LONDON)

MAD RIVER INC (See TREMONT CITY)

MANNS N40°45.98′ W82°26.71′ NOTAM FILE MFD. — DETROIT
NDB (MHW/LOM) 372 MF 321° 4.6 NM to Mansfield Lahm Rgnl. — L–29A

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

LORAIN COUNTY RGNL (LPR)

LORAIN/ELYRIA, OHIO

CLEVELAND DEP CON
126.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

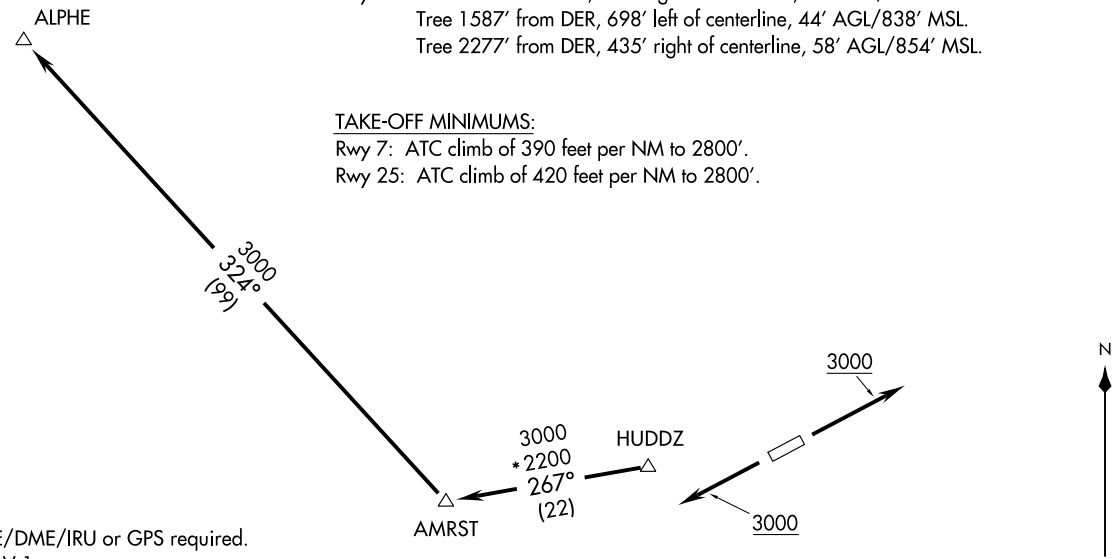
. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 7: Multiple Trees beginning 973′ from DER, 293′ right of centerline, up to 75′ AGL/865′ MSL.
Multiple Trees beginning 839′ from DER, 636′ left of centerline, up to 47′ AGL/836′ MSL.
Rwy 25: Bush 583′ from DER, 468′ right of centerline, 10′ AGL/809′ MSL.
Tree 1587′ from DER, 698′ left of centerline, 44′ AGL/838′ MSL.
Tree 2277′ from DER, 435′ right of centerline, 58′ AGL/854′ MSL.

TAKE-OFF MINIMUMS:

Rwy 7: ATC climb of 390 feet per NM to 2800′.
Rwy 25: ATC climb of 420 feet per NM to 2800′.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09127
LORAIN COUNTY RGNL (LPR)
LORAIN/ELYRIA, OHIO

SL-5703 (FAA)

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

LORAIN COUNTY RGNL (LPR)

LORAIN/ELYRIA, OHIO

CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

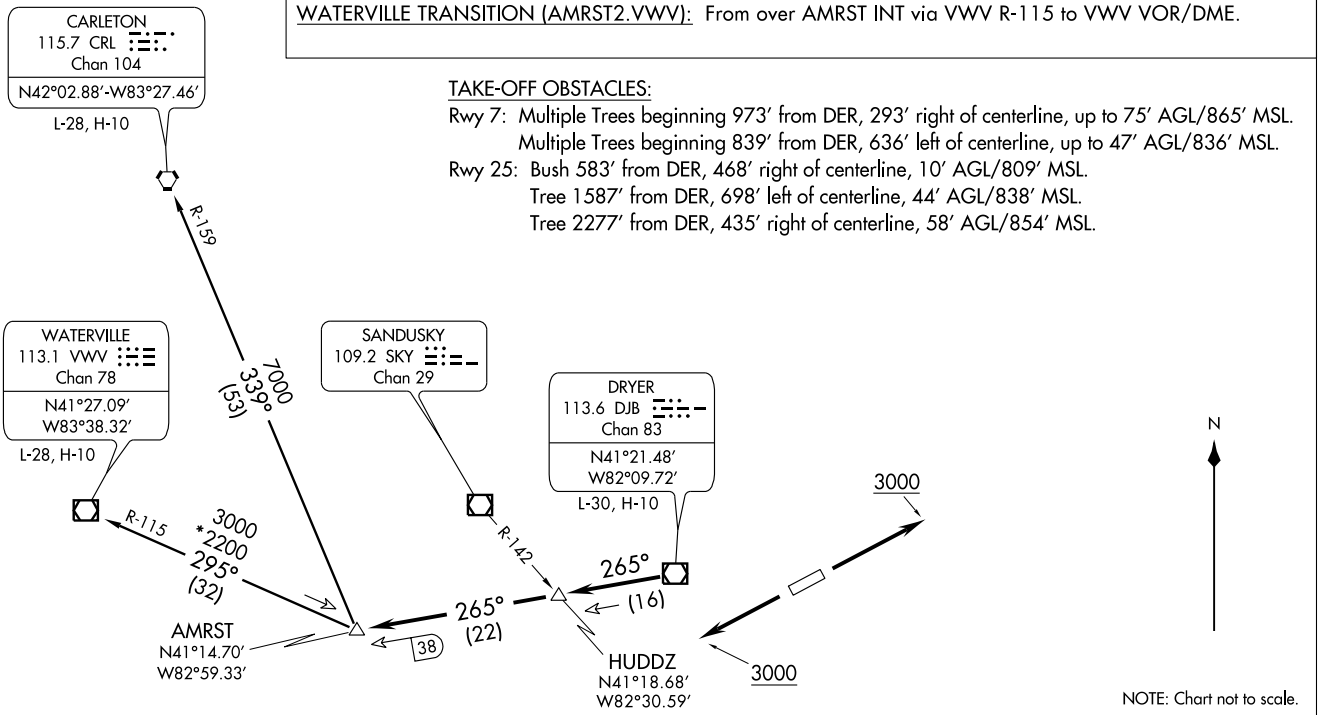
. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF MINIMUMS:
Rwys 7, 25: STANDARD.

NOTE: RADAR REQUIRED

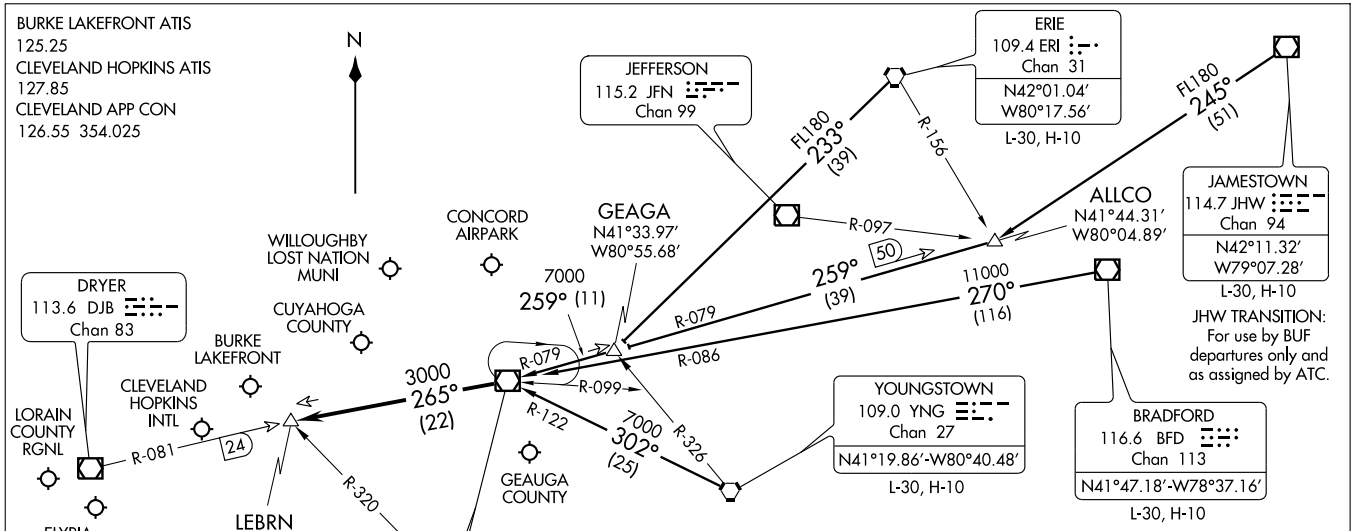
TAKE-OFF OBSTACLES:
Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.
Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.
Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.
Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.
Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.



SL-5703 (FAA)

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

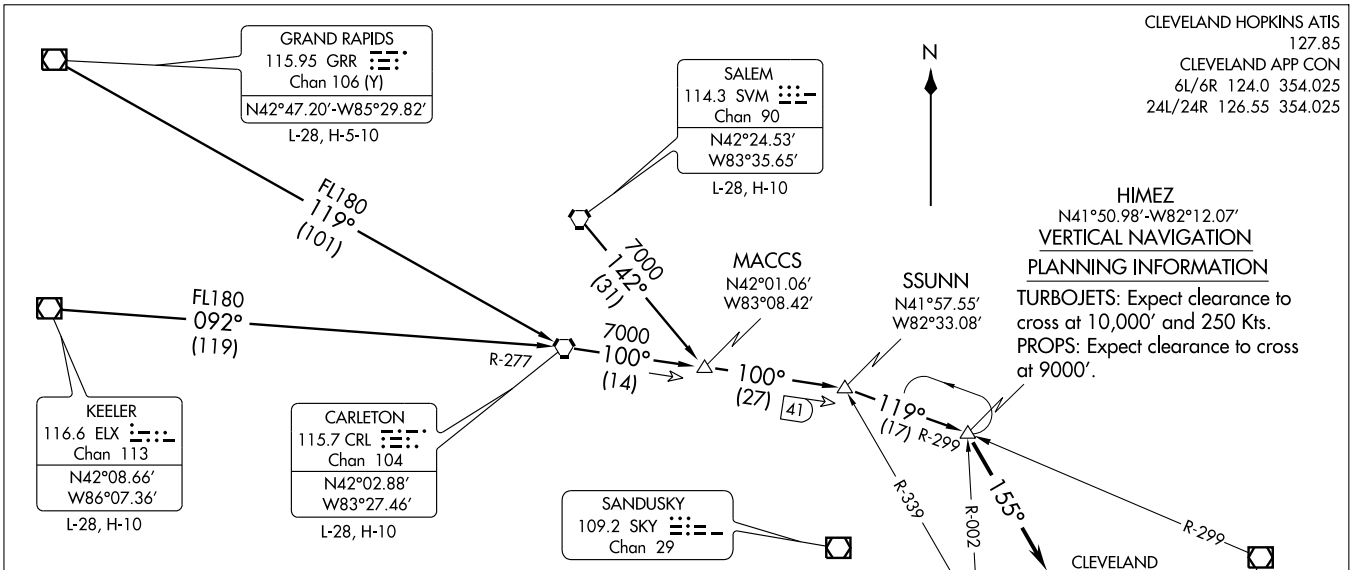
(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)



ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.HIMEZ2): From over CRL VORTAC via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.HIMEZ2): From over GRR VOR/DME via GRR R-119 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

KEELER TRANSITION (ELX.HIMEZ2): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

SALEM TRANSITION (SVM.HIMEZ2): From over SVM VORTAC via SVM R-142 to MACCS INT, then via CRL R-100 to SSUNN INT, then via CXR R-299 to HIMEZ INT. Thence. . . .

. . . . From over HIMEZ INT, fly heading 155°. Expect radar vectors to final approach course.

NOTE: RADAR Required.

NOTE: Chart not to scale.

HIMEZ TWO ARRIVAL (MACCS.HIMEZ2)

07354

ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

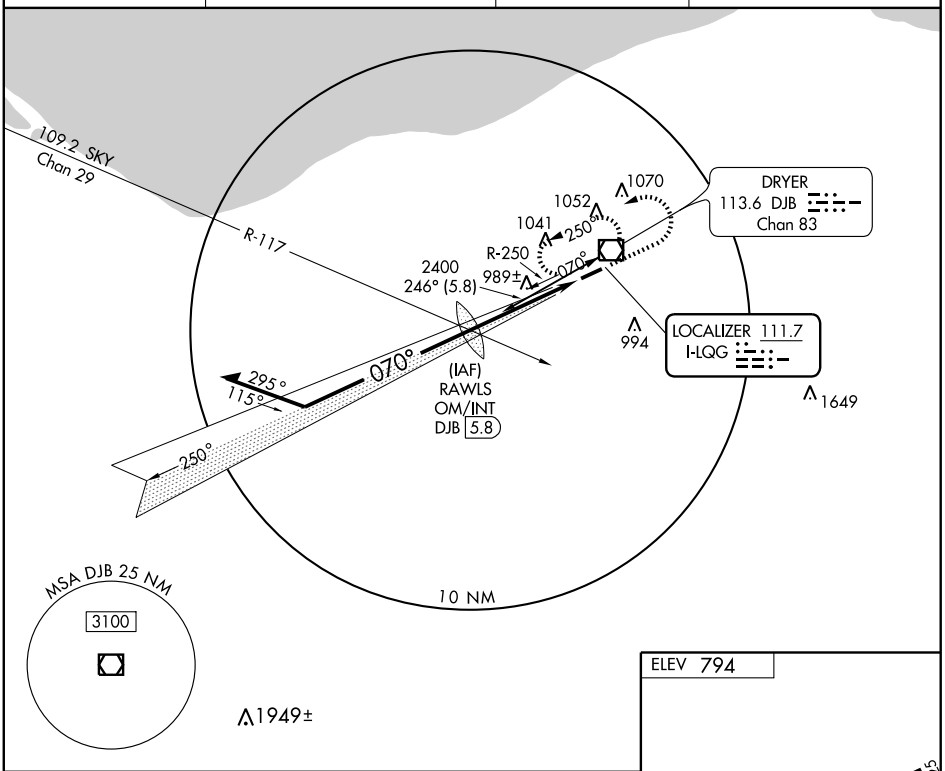
LOC I-LQG	APP CRS	Rwy Idg	5002
111.7	070°	TDZE	794
		Apt Elev	794

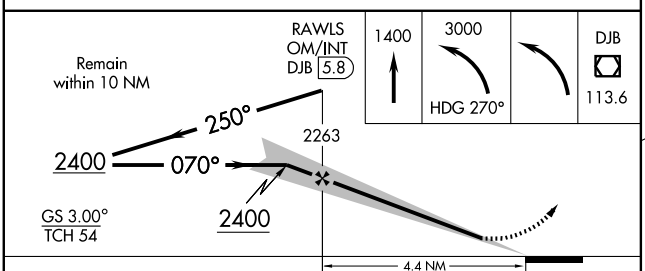
ILS or LOC RWY 7
LORAIN COUNTY RGNL (LPR)

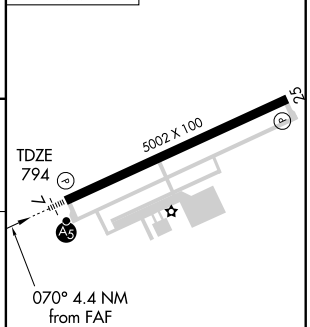
MALSR

MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 via heading 270° then left turn direct DJB VOR/DME and hold.

ASOS	CLEVELAND APP CON	CLNC DEL	UNICOM
121.425	126.35 354.025	125.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 7	994-½ 200 (200-½)			
S-LOC 7	1240-½ 446 (500-½)		1240-¾ 446 (500-¾)	1240-1 446 (500-1)
CIRCLING	1240-1 446 (500-1)	1260-1 466 (500-1)	1260-1½ 466 (500-1½)	1360-2 566 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

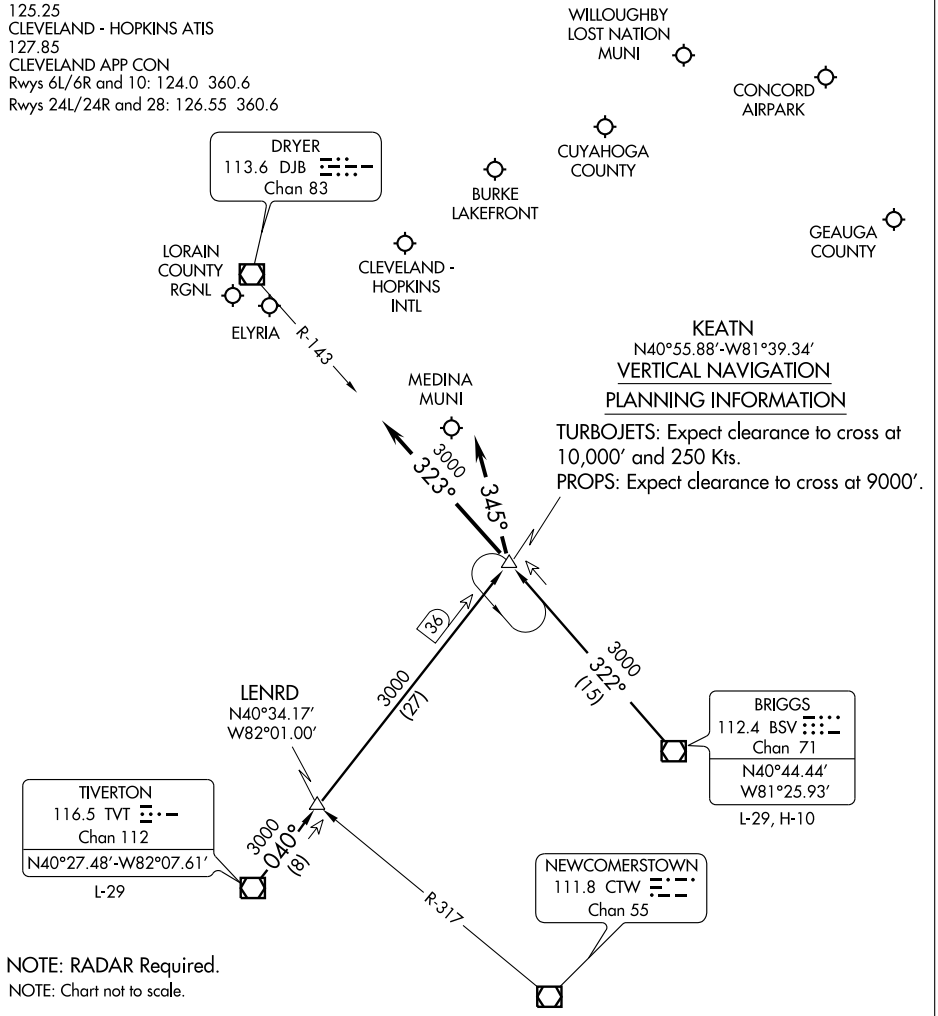
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

(OBRLN2.OBRLN) 09239

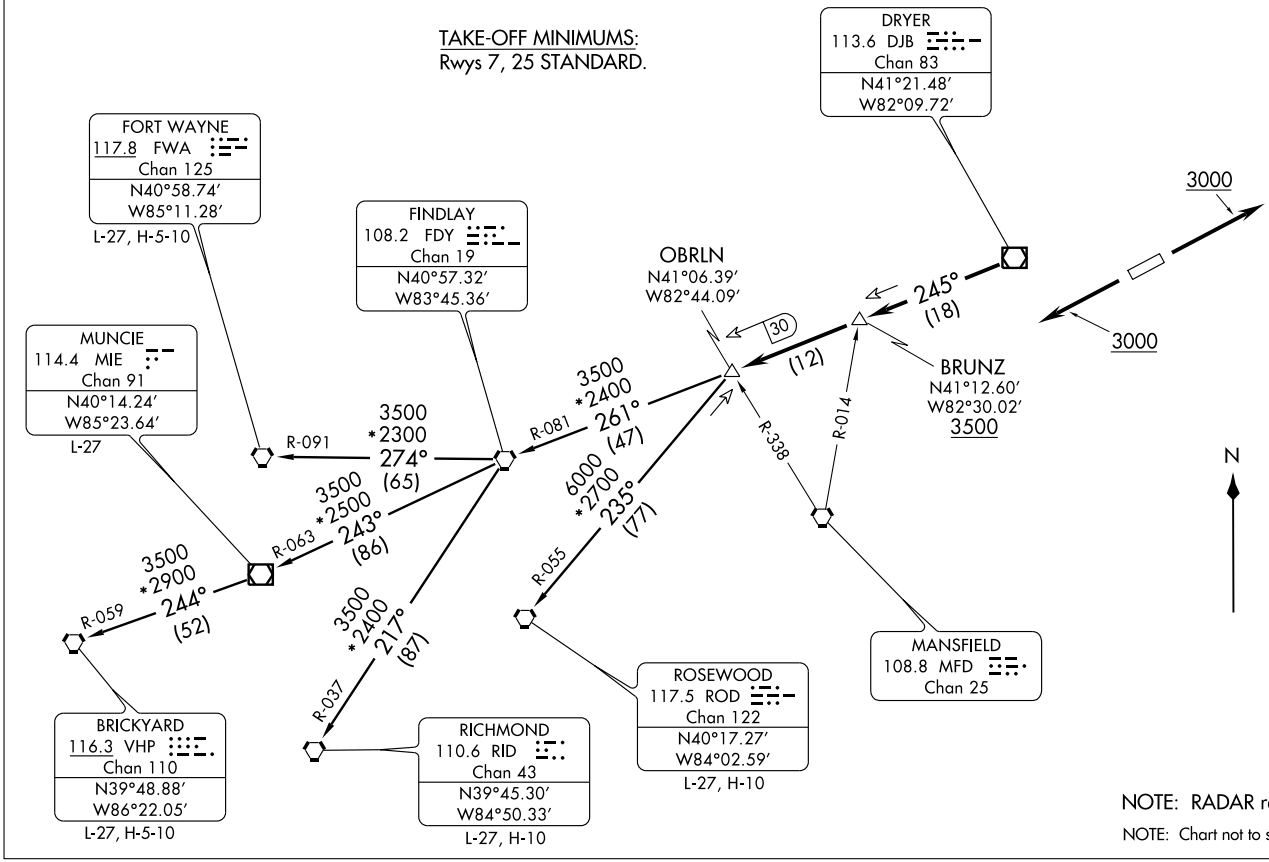
LORAIN COUNTY RGNL (LPR)

LORAIN/ELYRIA, OHIO

CLEVELAND DEP CON
126.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 7, 25 STANDARD.



NOTE: RADAR required

NOTE: Chart not to scale.

(OBRLN2.OBRLN) 09239

OBRLN TWO DEPARTURE

SL-5703 (FAA)

LORAIN COUNTY RGNL (LPR)

LORAIN/ELYRIA, OHIO

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 7: Multiple Trees beginning 973′ from DER, 293′ right of centerline, up to 75′ AGL/865′ MSL.
Multiple Trees beginning 839′ from DER, 636′ left of centerline, up to 47′ AGL/836′ MSL.
Rwy 25: Bush 583′ from DER, 468′ right of centerline, 10′ AGL/809′ MSL.
Tree 1587′ from DER, 698′ left of centerline, 44′ AGL/838′ MSL.
Tree 2277′ from DER, 435′ right of centerline, 58′ AGL/854′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5002
CH 99612	069°	TDZE	793
W07A		Apt Elev	793

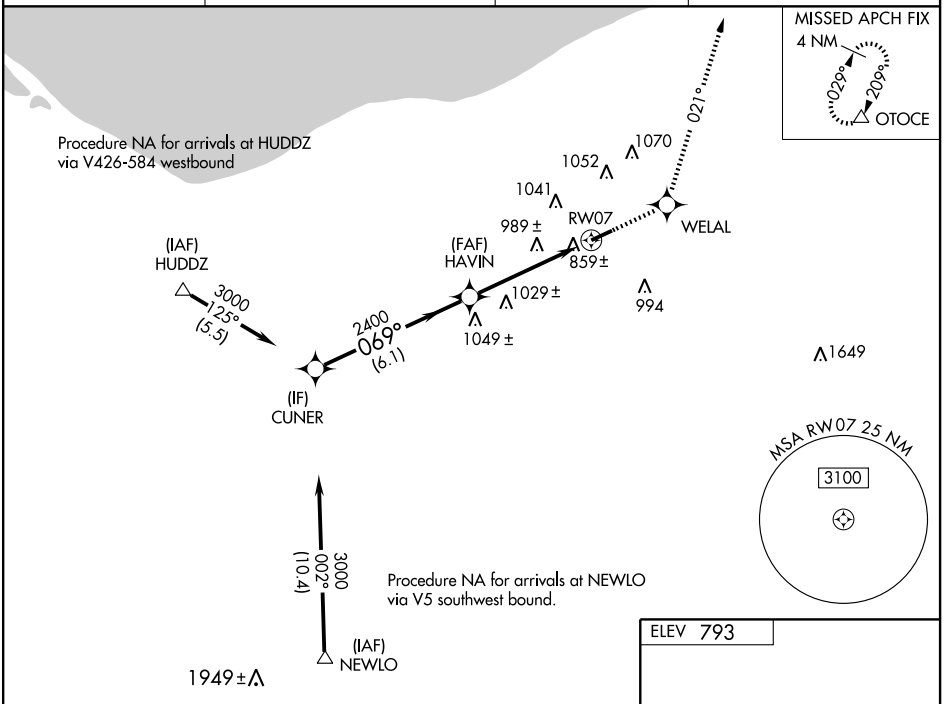
RNAV (GPS) RWY 7
LORAIN COUNTY RGNL (LPR)

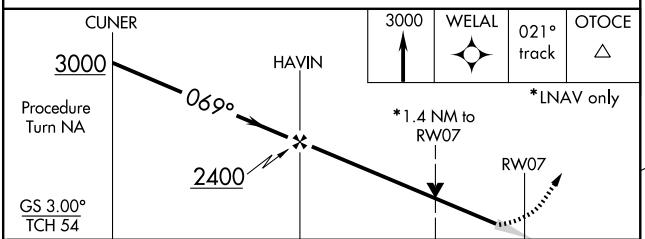
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA 36 feet, all MDA 40 feet, increase LNAV Cat C/D visibility ¼ mile.
VDP and Baro-VNAV NA when using Cleveland-Hopkins Intl altimeter setting.

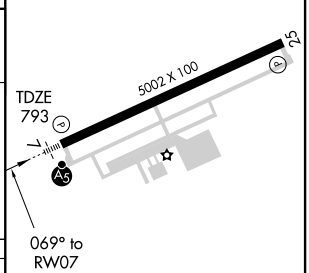
MALSR

MISSED APPROACH: Climb to 3000 direct WELAL and via 021° track to OTOCE and hold.

ASOS	CLEVELAND APP CON	CLNC DEL	UNICOM
121.425	126.35 354.025	125.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	993-½ 200 (200-½)			
LNAV/VNAV DA	1133-¾ 340 (400-¾)			
LNAV MDA	1280-½ 487 (500-½)		1280-¾ 487 (500-¾)	1280-1 487 (500-1)
CIRCLING	1280-1 487 (500-1)		1280-1½ 487 (500-1½)	1360-2 567 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

LORAIN/ELYRIA, OHIO

LORAIN COUNTY RGNL (LPR)

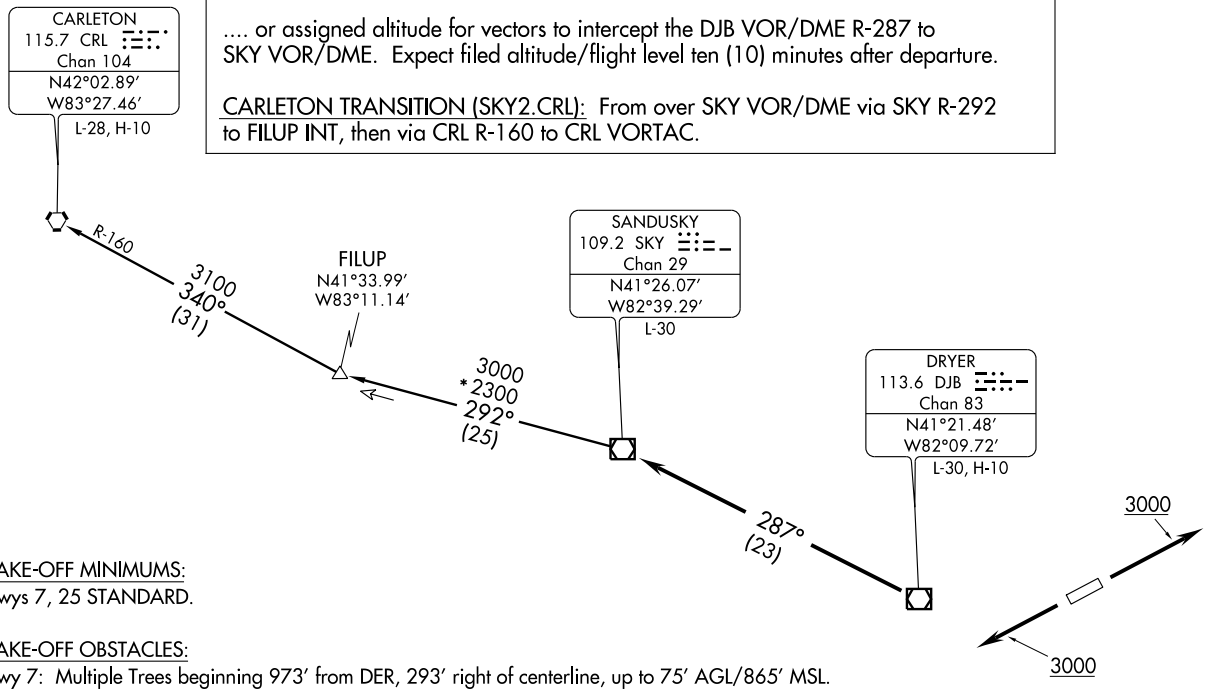
CLEVELAND DEP CON
126.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence....

.... or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwys 7, 25 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 7: Multiple Trees beginning 973′ from DER, 293′ right of centerline, up to 75′ AGL/865′ MSL.
Multiple Trees beginning 839′ from DER, 636′ left of centerline, up to 47′ AGL/836′ MSL.
Rwy 25: Bush 583′ from DER, 468′ right of centerline, 10′ AGL/809′ MSL.
Tree 1587′ from DER, 698′ left of centerline, 44′ AGL/838′ MSL.
Tree 2277′ from DER, 435′ right of centerline, 58′ AGL/854′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

(SKY2.SKY) 09183

SANDUSKY TWO DEPARTURE

SL-5703 (FAA)

LORAIN COUNTY RGNL (LPR)
LORAIN/ELYRIA, OHIO

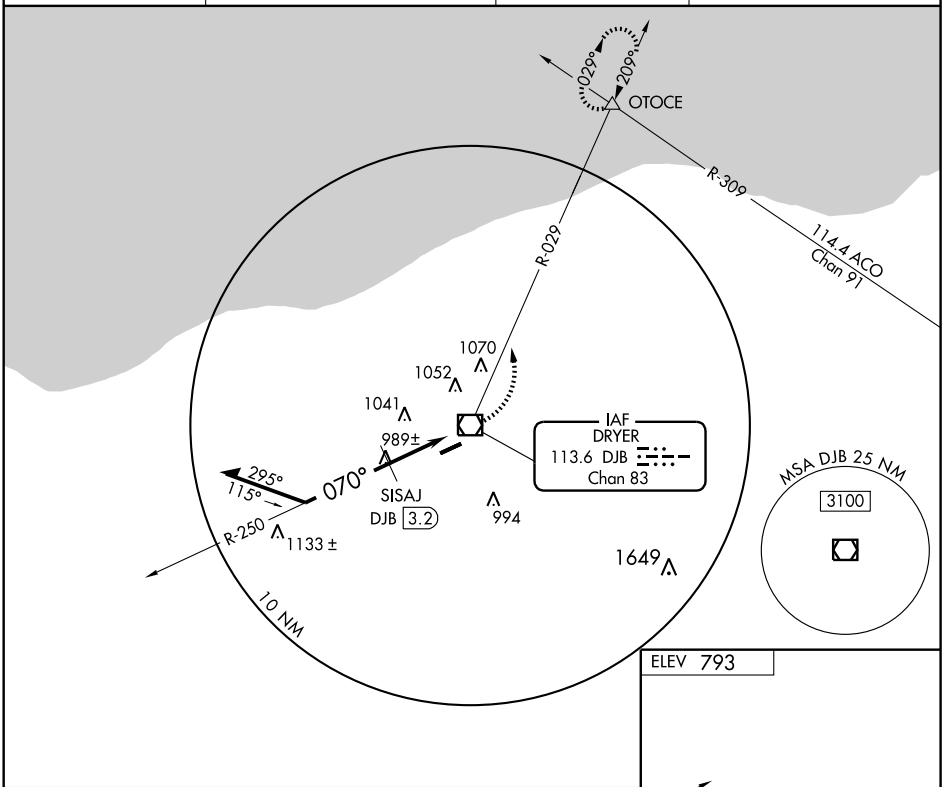
VOR/DME DJB 113.6 Chan 83	APP CRS 070°	Rwy Idg N/A TDZE N/A Apt Elev 793

VOR-A
LORAIN COUNTY RGNL (LPR)

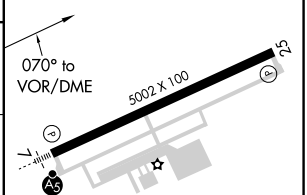
When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, increase circling Cat C/D visibility ¼ mile.

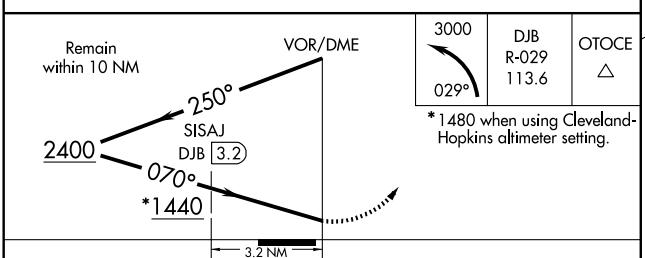
MISSED APPROACH: Climbing left turn to 3000 via heading 029° and DJB VOR/DME R-029 direct OTOCE INT and hold.

ASOS	CLEVELAND APP CON	CLNC DEL	UNICOM
121.425	126.35 354.025	125.7	122.7 (CTAF) L



ELEV 793





3000 029°	DJB R-029 113.6	OTOCE △

*1480 when using Cleveland-Hopkins altimeter setting.

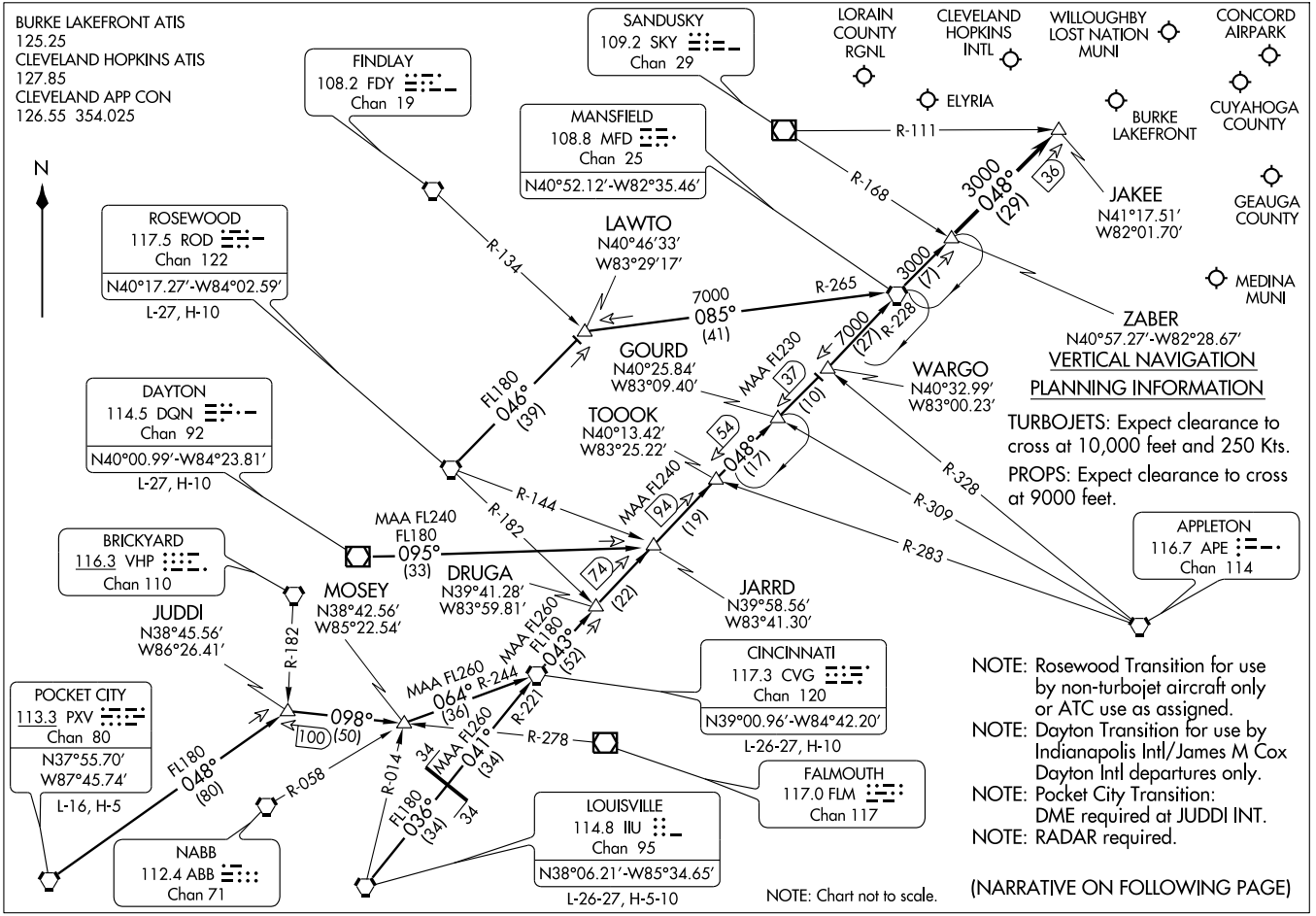
CATEGORY	A	B	C	D
CIRCLING	1440-1	647 (700-1)	1440-1¾ 647 (700-1¾)	1440-2 647 (700-2)
SISAJ DME MINIMUMS				
CIRCLING	1300-1	507 (600-1)	1300-1½ 507 (600-1½)	1360-2 567 (600-2)

REIL Rwy 25
HIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

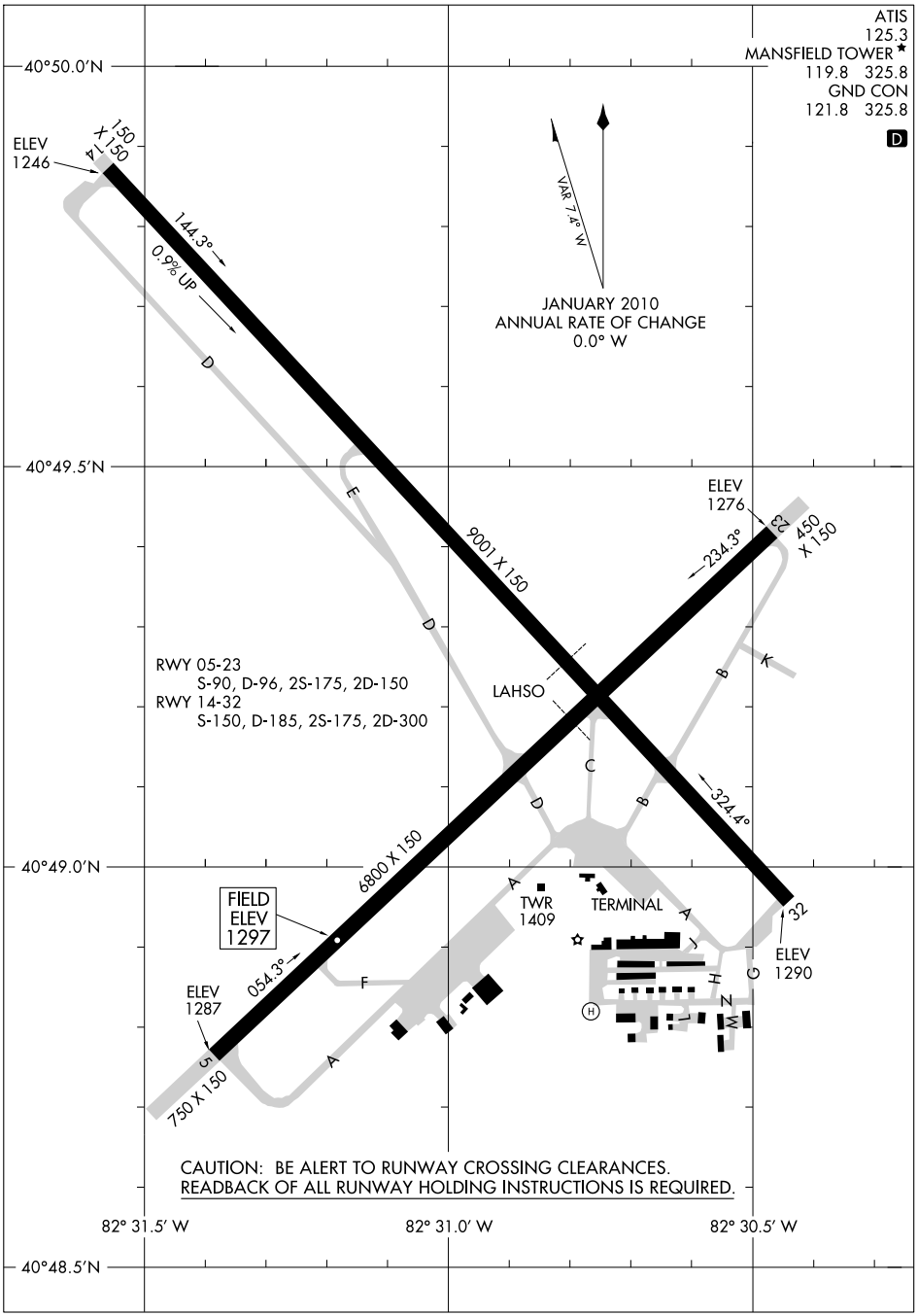
. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-860 (FAA)

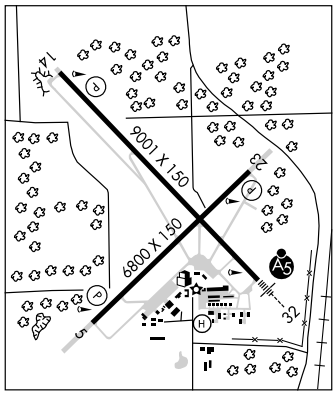
MANSFIELD LAHM RGNL (MFD)
MANSFIELD, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

MANSFIELD LAHM RGNL (MFD) 3 N UTC−5(−4DT) N40°49.29′ W82°31.00′ **DETROIT**
1297 B S4 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE MFD **H–10G, L–29A**
RWY 14–32: H9001X150 (ASPH–GRVD) S–150, D–185, 2S–175, 2D–300 HIRL **IAP, AD**
RWY 14: PAPI(P4L)—GA 3.0° TCH 42′. Road. 0.9% up.
RWY 32: MALSR. Trees.
RWY 05–23: H6800X150 (ASPH–GRVD) S–90, D–96, 2S–175, 2D–150 HIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 50.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	14–32	4350
RWY 14	05–23	6100

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–6795	TODA–6795	ASDA–6795	LDA–6795
RWY 14:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 23:	TORA–6795	TODA–6795	ASDA–6795	LDA–6795
RWY 32:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001

AIRPORT REMARKS: Attended 1200–0400Z‡. Deer and birds and waterfowl on and invof arpt. Increased deer hazard during fall and winter season. Two hrs PPR for air carrier ops with more than 30 passenger seats call 419–522–2191. Acft on either end of Rwy 05–23 and Rwy 14–32 cannot be seen on the other end due to rwy grade. Acft larger than a ''G1'' or with a wing span greater than 80′ (tip to tip) are restricted on Twys G/H/J/L/M/N and should use the main ramp area. When twr clsd ACTIVATE HIRL Rwy 05–23 and Rwy 14–32; MALSR Rwy 32; REIL Rwys 05 and 23—CTAF. Rwy 32 RVR avbl. Ldg fees on all commercial oprs invoiced on monthly basis; for other arrangements contact arpt manager on 419–522–2191.
WEATHER DATA SOURCES: ASOS (419) 522–1375. LAWRS.
COMMUNICATIONS: CTAF 119.8 **ATIS** 125.3 **UNICOM** 122.95
RCO 122.1R 108.8T (CLEVELAND RADIO) **RCO** 122.6 (CLEVELAND RADIO)
Ⓡ **APP/DEP CON** 124.2 127.35 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)
TOWER 119.8 (1100–0400Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc effective 1100–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
(L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 133° 4.4 NM to fld. 1210/3W.
MANNS NDB (MHW/LOM) 372 MF N40°45.98′ W82°26.71′ 321° 4.6 NM to fld
ILS 110.5 I–MFD Rwy 32. Class IA. LOM MANNS NDB. Unmonitored when twr clsd. LOC unusable from 0.3 NM to thld.
ASR (1100–0400Z‡)

• • • •

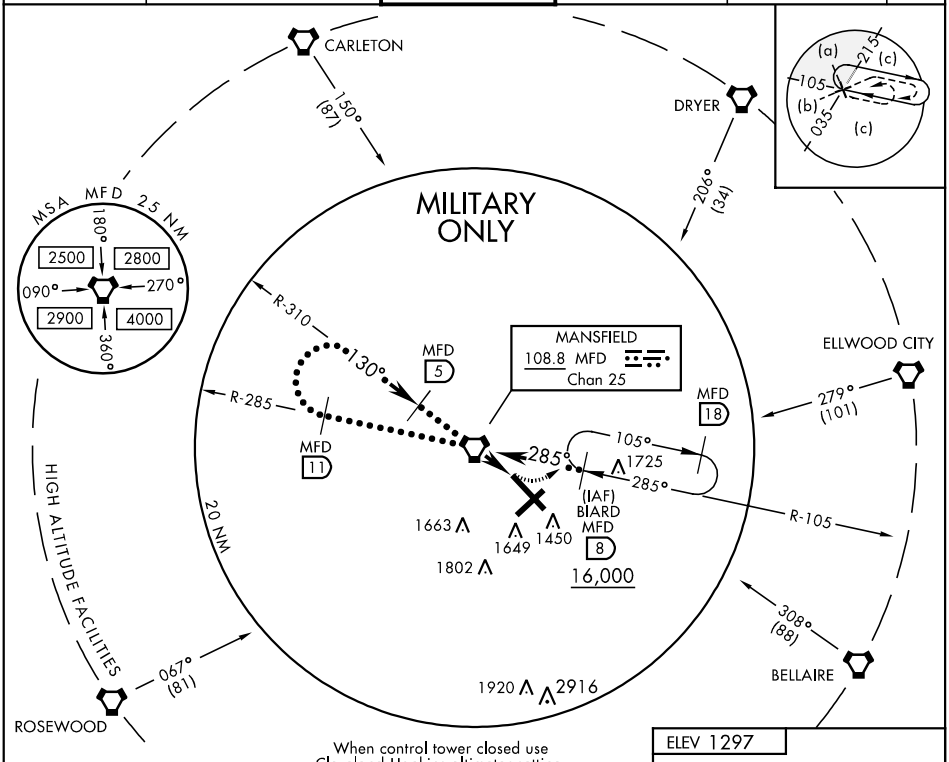
VORTAC MFD 108.8 Chan 25	APCH CRS 130°	Rwy Idg 9001 TDZE 1276 Arpt Elev 1297

HI-VOR/DME or TACAN RWY 14

JAL-860 [USAF] MANSFIELD LAHM RGNL (KMFD)

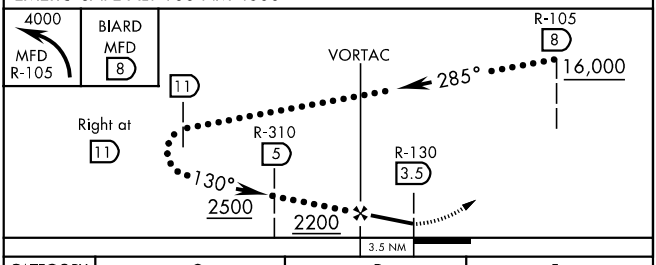
MISSED APPROACH: Climbing left turn to 4000 via MFD R-105 to BIARD 8 DME and hold.

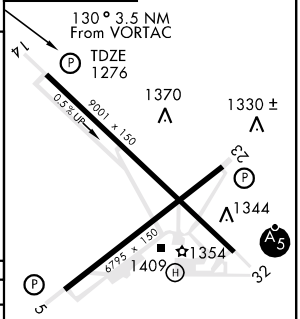
ATIS	MANSFIELD APP CON	MANSFIELD TOWER	GND CON	UNICOM	ASR
125.3	124.2 390.8	119.8 (L) 325.8	121.8 325.8	122.95	



EMERG SAFE ALT 100 NM 4000

When control tower closed use Cleveland-Hopkins altimeter setting.





CATEGORY	C	D	E
S-14	1620-1 344 (400-1)	1620-1¼ 344 (400-1¼)	
CIRCLING	1760-1½ 463 (500-1½)	1860-2 563 (600-2)	2000-2¼ 703 (800-2¼)
CLEVELAND-HOPKINS ALTIMETER SETTINGS MINIMUMS			
S-14	1920-1¾ 644 (700-1¾)	1920-2 644 (700-2)	1920-2¼ 644 (700-2¼)
CIRCLING	2060-2¼ 763 (800-2¼)	2120-2¾ 823(900-2¾)	2300-3 1003 (1100-3)

HIRL Rwy 5-23 and 14-32 (L)
REIL Rwy 5 and 23 (L)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-MFD	APP CRS	Rwy Idg	9001
110.5	323°	TDZE	1293
		Apt Elev	1297

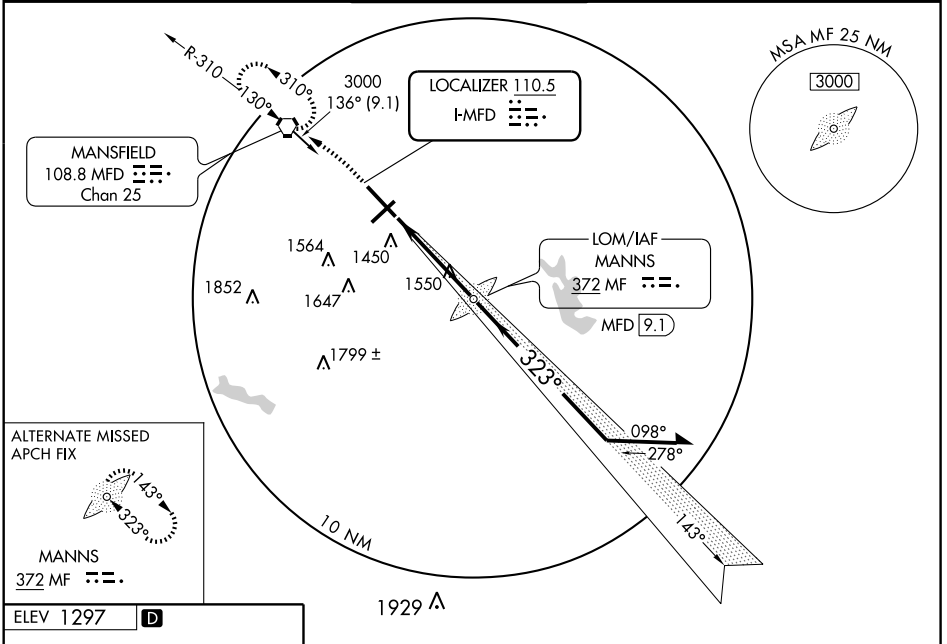
ILS or LOC RWY 32
MANSFIELD LAHM RGNL (MFD)

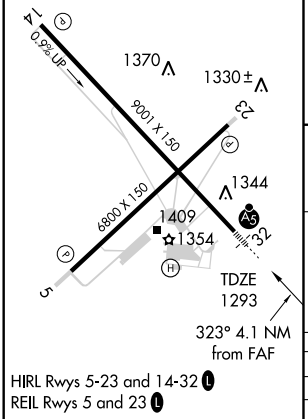
T A ASR — When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet, all MDA 120 feet, increase S-LOC 32 Cat C/D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D ¼ mile. For inoperative MALSR when using Marion altimeter setting, increase S-ILS 32 visibility ½ mile all Cats.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MFD VORTAC and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95

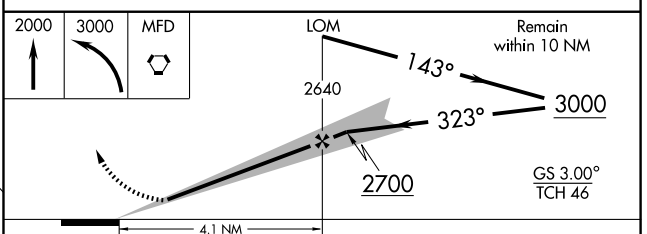




HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

ADF or DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 32	1493/24 200 (200-½)			
S-LOC 32	1860/24 567 (600-½)		1860/50 567 (600-1)	1860/60 567 (600-1¼)
CIRCLING	1860-1 563 (600-1)		1860-1½ 563 (600-1½)	1880-2 583 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	4,300 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
COLUMBUS, OH			
OHIO STATE UNIVERSITY (OSU)	05	09L-27R	3,350 feet
	09L	05-23	2,550 feet
	09R	14-32	3,300 feet
	14	09R-27L	2,750 feet
	23	09R-27L	2,500 feet
	27L	05-23	3,300 feet
FORT WAYNE, IN			
FORT WAYNE INTL (FWA)	05	14-32	9,150 feet
	14	05-23	5,650 feet
	27	05-23	2,700 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	02-20	4,300 feet
	20	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

21 OCT 2010 to 18 NOV 2010

LOM MF	APP CRS	Rwy Idg	9001
372	323°	TDZE	1293
		Apt Elev	1297

NDB RWY 32

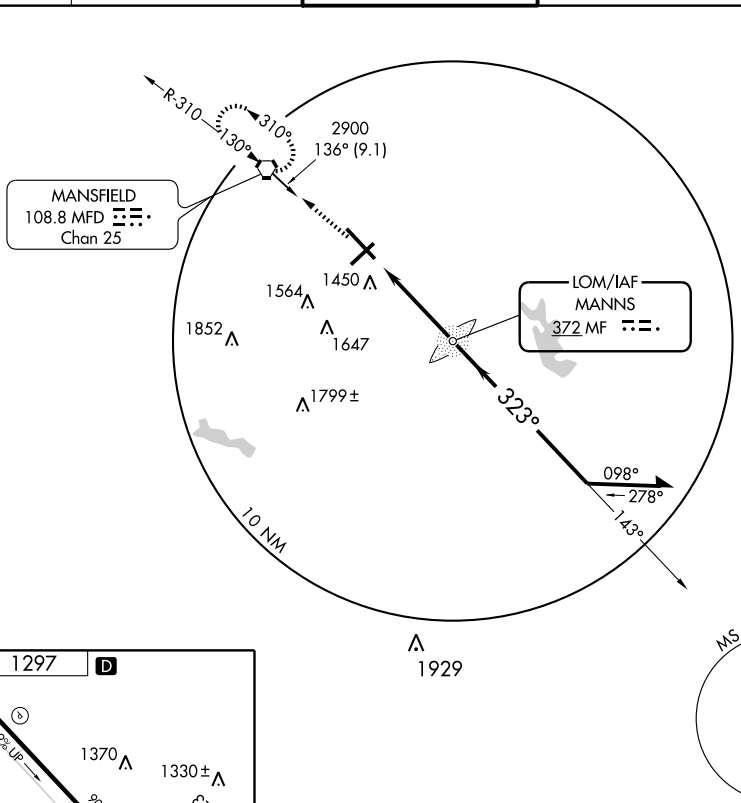
MANSFIELD LAHM RGNL (MFD)

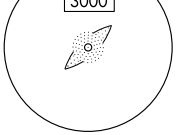
ASR

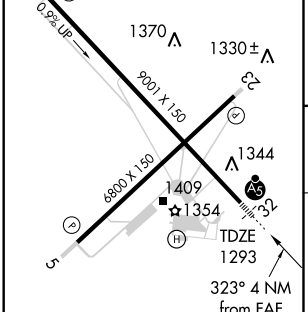
MALSR

MISSED APPROACH: Climb to 2900 direct MFD VORTAC and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95



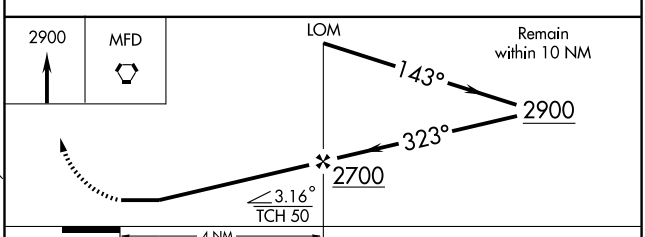




HIRL Rwys 5-23 and 14-32 L

REIL Rwys 5 and 23 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-32	1900/40 607 (700-¾)		1900/60 607 (700-1¼)	1900-1¾ 607 (700-1¾)
CIRCLING	1900-1 603 (700-1)		1900-1¾ 603 (700-1¾)	1900-2 603 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6800
CH 86519	053°	TDZE	1297
W05A		Apt Elev	1297

RNAV (GPS) RWY 5

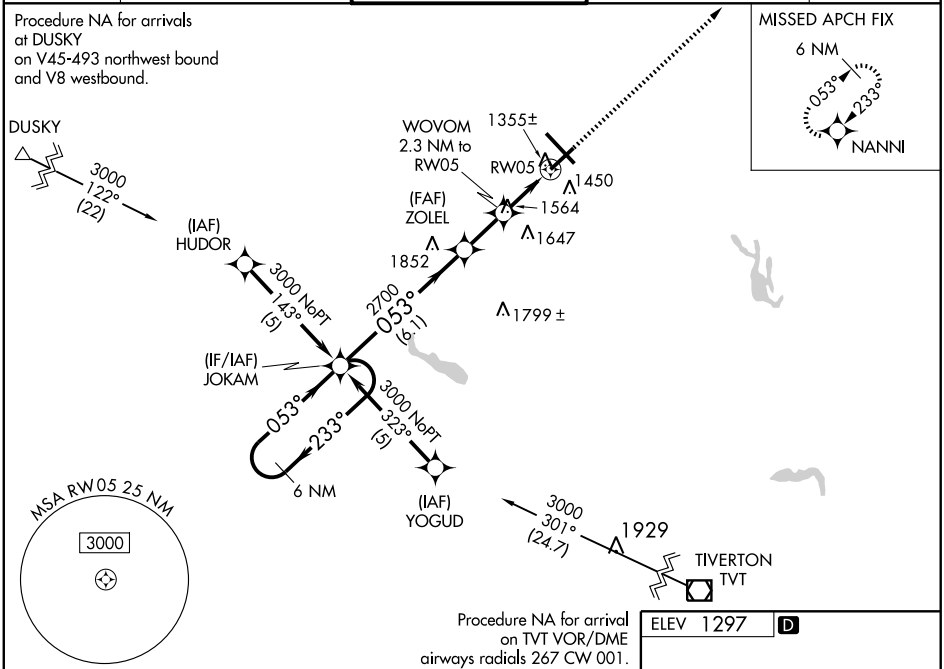
MANSFIELD LAHM RGNL (MFD)

Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet increase LPV visibility all Cats ¼ mile, LNAV/VNAV all Cats ½ mile and LNAV and Circling Cat C and D visibility ¼ mile. VDP NA with Marion altimeter setting.

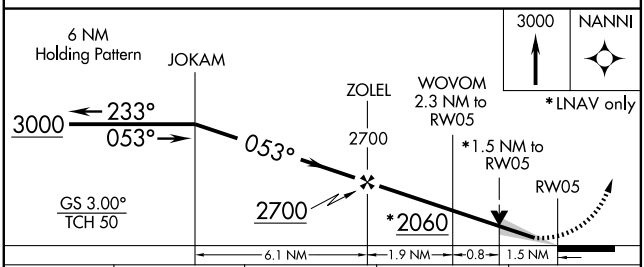
MISSED APPROACH: Climb to 3000 direct NANNI and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95

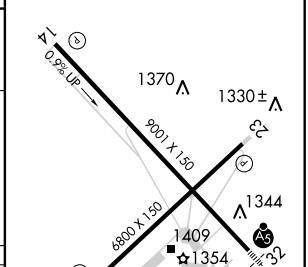
Procedure NA for arrivals at DUSKY on V45-493 northwest bound and V8 westbound.



Procedure NA for arrival on TVT VOR/DME airways radials 267 CW 001.



CATEGORY	A	B	C	D
LPV DA	1497-¾	200 (200-¾)		
LNAV/VNAV DA	1715-1½	418 (500-1½)		
LNAV MDA	1820-1	523 (600-1)	1820-1½ 523 (600-1½)	1820-1¾ 523 (600-1¾)
CIRCLING	1820-1	523 (600-1)	1820-1½ 523 (600-1½)	1880-2 583 (600-2)



HIRL Rwys 5-23 and 14-32 L

REIL Rwys 5 and 23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9001
143°	TDZE	1276
	Apt Elev	1297

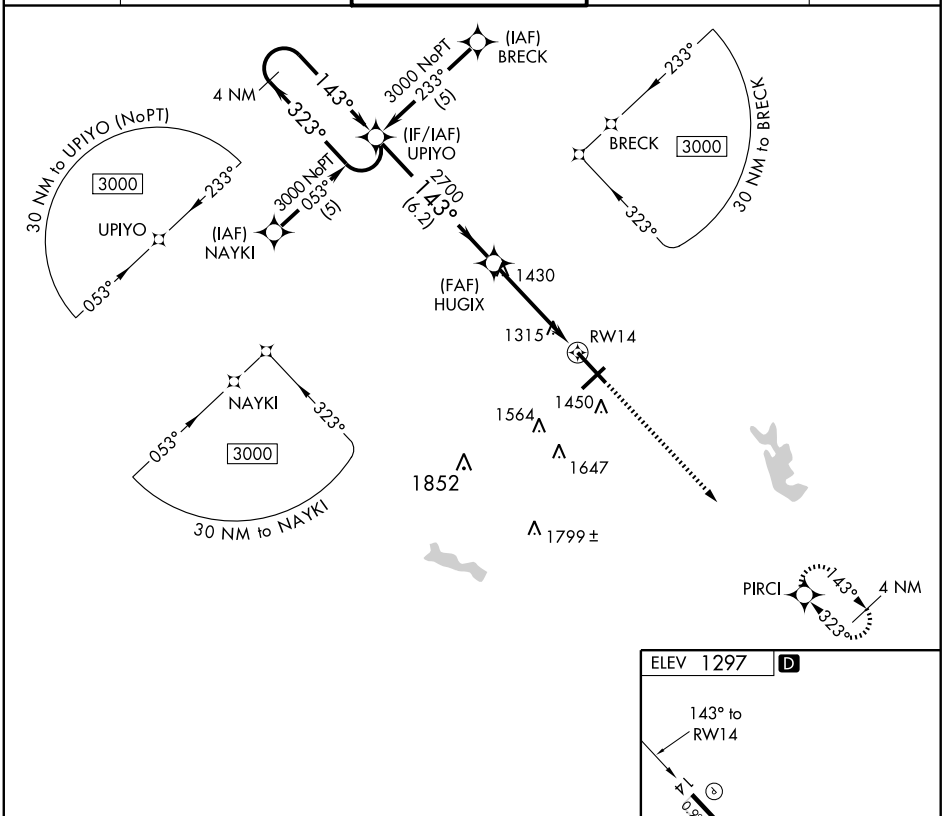
RNAV (GPS) RWY 14

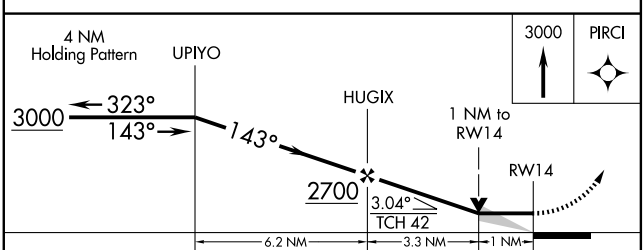
MANSFIELD LAHM RGNL (MFD)

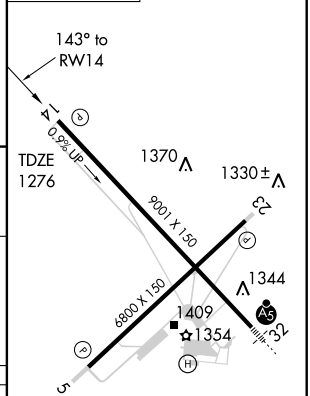
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet and LNAV Cat C and Circling Cat D visibility ¼ mile. VDP NA with Marion altimeter setting.

MISSED APPROACH: Climb to 3000 direct PIRCI and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1620-1 344 (400-1)			1620-1¼ 344 (400-1¼)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)

HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6800
CH 87119	233°	TDZE	1295
W23A		Apt Elev	1297

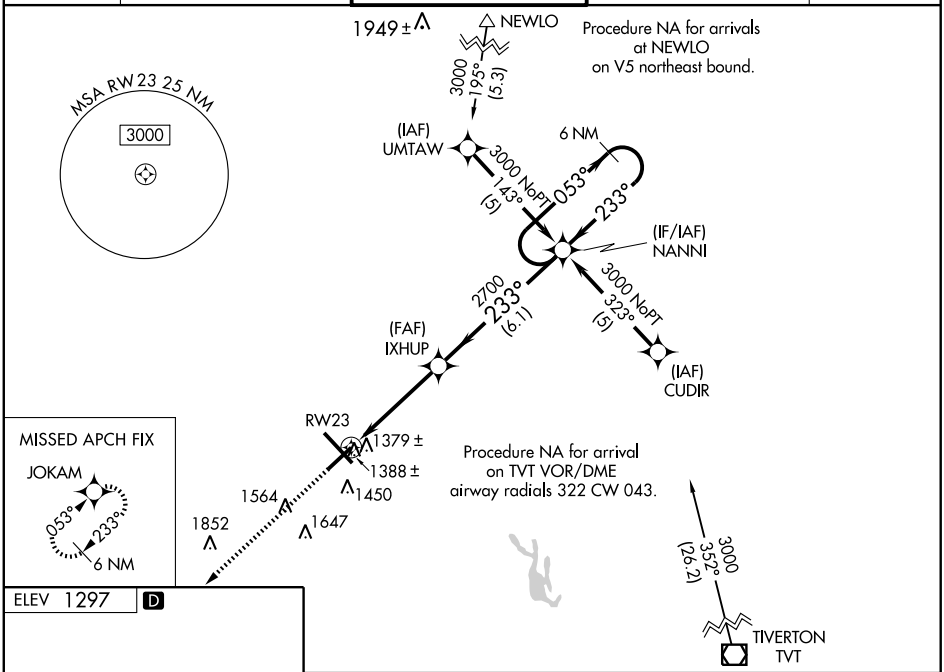
RNAV (GPS) RWY 23

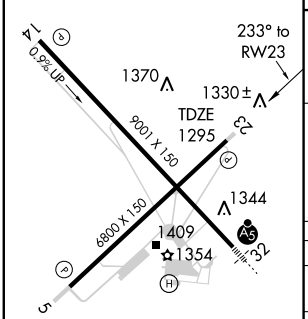
MANSFIELD LAHM RGNL (MFD)

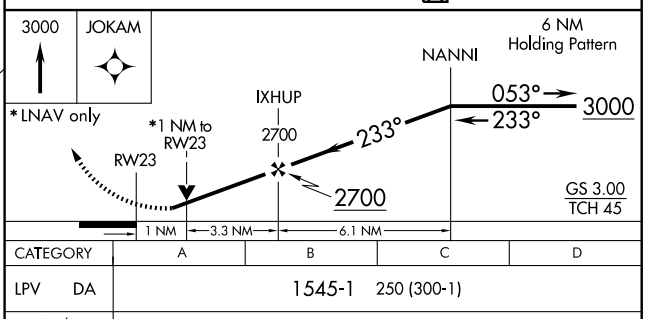
Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Marion altimeter setting. When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV all Cats ½ mile and LNAV Cat C and D visibility and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JOKAM and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95







CATEGORY	A	B	C	D
LPV DA	1545-1 250 (300-1)			
LNAV/VNAV DA	1649-1¼ 354 (400-1¼)			
LNAV MDA	1640-1 345 (400-1)			1640-1¼ 345 (400-1¼)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)

HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9001
CH 99611	323°	TDZE	1293
W32A		Apt Elev	1297

RNAV (GPS) RWY 32

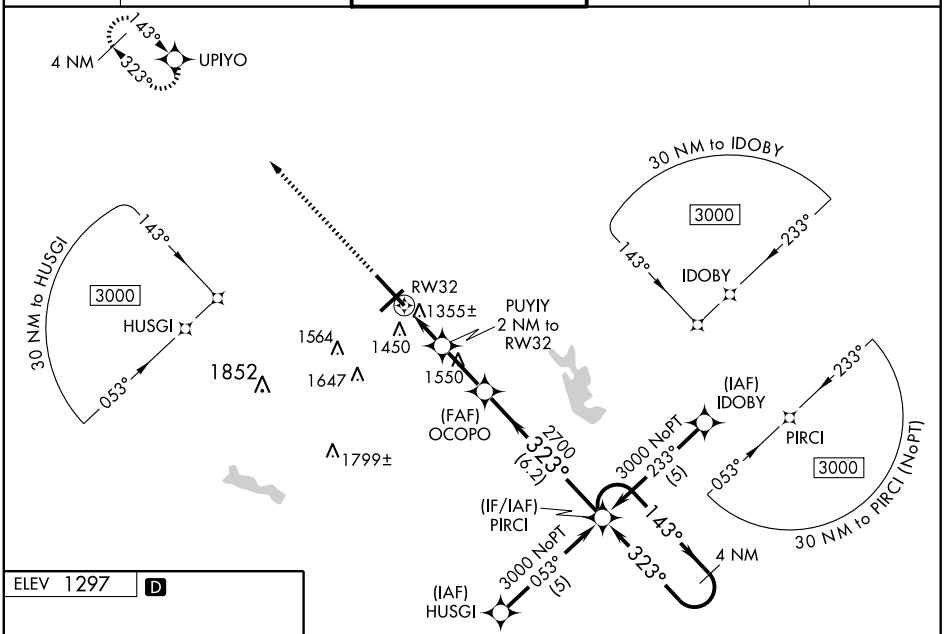
MANSFIELD LAHM RGNL (MFD)

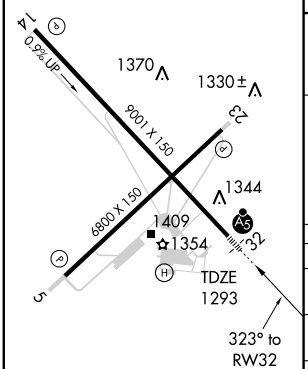
Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet, LNAV Cat C and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats ½ mile. For inoperative MALSR increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Marion altimeter setting increase LPV all Cats visibility to 1. VDP NA with Marion altimeter setting.

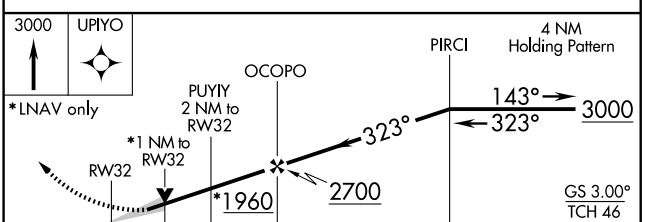
MALSR

MISSED APPROACH: Climb to 3000 direct UPIYO and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95







CATEGORY	A	B	C	D
LPV DA	1493/24 200 (200-½)			
LNAV/VNAV DA	1789/60 496 (500-1¼)			
LNAV MDA	1660/24 367 (400-½)			1660/50 367 (400-1)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MFD 108.8 Chan 25	APP CRS 130°	Rwy Idg 9001 TDZE 1276 Apt Elev 1297

VOR RWY 14

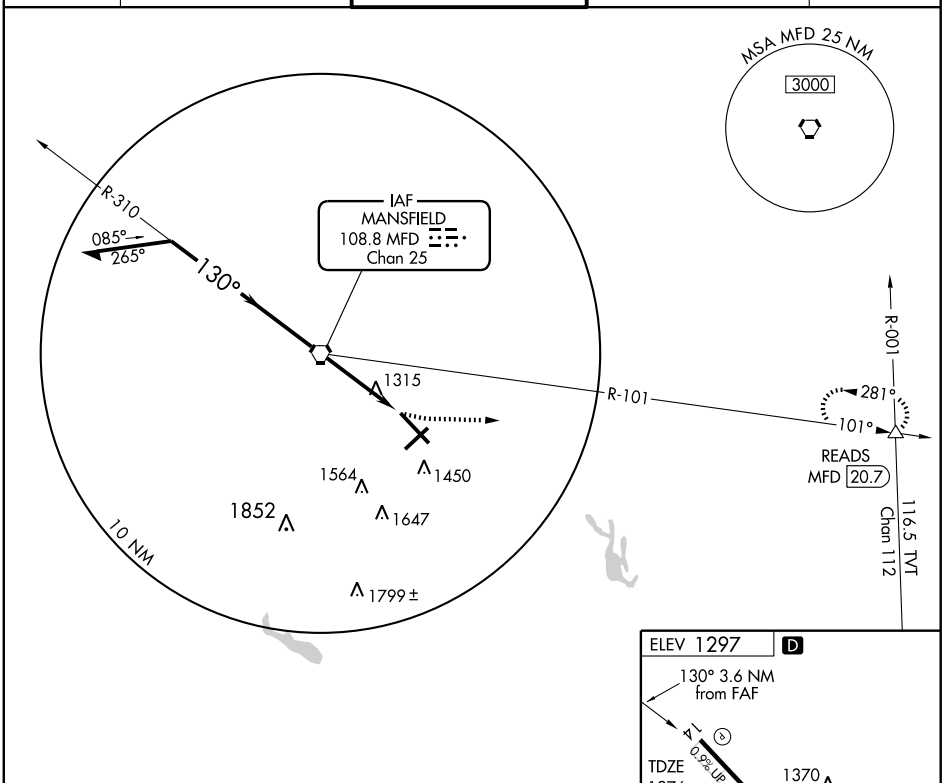
MANSFIELD LAHM RGNL (MFD)

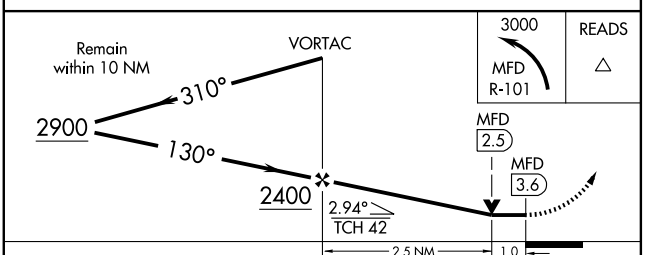
ASR

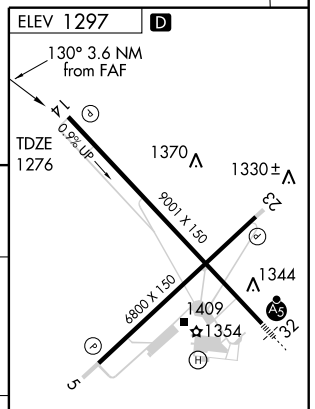
When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet, S-14 visibility Cats C and D ¼ mile and Circling Cat D ¼ mile. VDP NA with Marion altimeter setting. Inoperative table does not apply.

MISSED APPROACH: Climbing left turn to 3000 via MFD R-101 to READS INT/MFD 20.7 DME and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95







CATEGORY	A	B	C	D
S-14	1620-1 344 (400-1)			1620-1¼ 344 (400-1¼)
CIRCLING	1760-1 463 (500-1)		1760-1½ 463 (500-1½)	1880-2 583 (600-2)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC MFD 108.8 Chan 25	APP CRS 313°	Rwy Idg 9001 TDZE 1293 Apt Elev 1297

VOR RWY 32

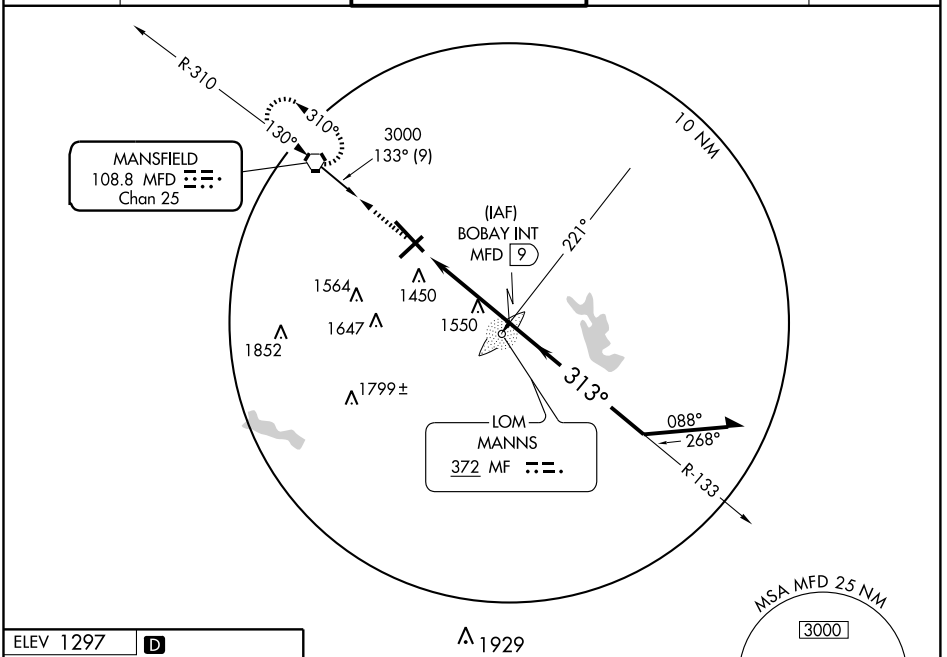
MANSFIELD LAHM RGNL (MFD)

T A ASR — When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet, S-32 visibility Cats C and D ½ mile and Circling Cat C ½ mile, Cat D ¼ mile. VDP NA with Marion altimeter setting. ADF or DME Required.

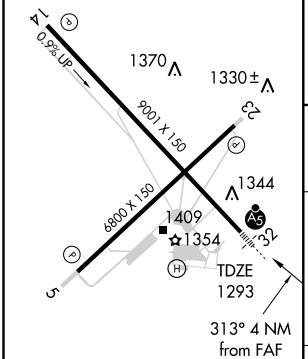
MALSR

MISSED APPROACH: Climb to 3000 direct MFD VORTAC and hold.

ATIS	MANSFIELD APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	124.2 390.8	119.8 (CTAF) L 325.8	121.8 325.8	122.95



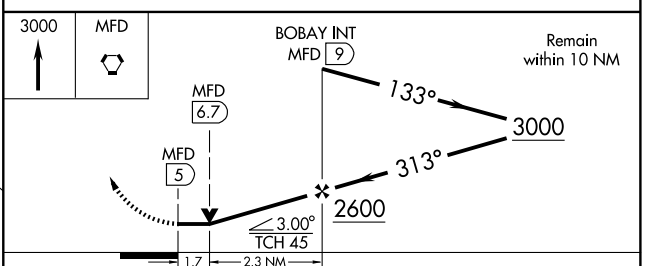
ELEV 1297 D



HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-32	1860/24 567 (600-½)		1860/50 567 (600-1)	1860/60 567 (600-1¼)
CIRCLING	1860-1 563 (600-1)		1860-1½ 563 (600-1½)	1880-2 583 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MARION MUNI (MNN) 3 NE UTC−5(−4DT) N40°36.98′ W83°03.81′ **DETROIT**
993 B S4 **FUEL** 80, 100LL, JET A1 + TPA—1793(800) NOTAM FILE MNN **H–10G, L–29A**
RWY 07–25: H5000X100 (ASPH–GRVD) S–70, D–95, 2S–121, 2D–150 MIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 24′. Road. **RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 31′. Trees.
RWY 13–31: H3498X100 (ASPH–GRVD) S–56, D–68, 2S–86, 2D–105 MIRL
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 21′. Trees. **RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 21′. Acft.
AIRPORT REMARKS: Attended 1300–2200Z‡. Glider activity on and invof arpt. Gliders and towplanes use rgt tfc pattern for Rwy 07 and Rwy 31. Transient acft follow ramp signs to main ramp. Twy D cannot be used to taxi between rwy and ramp area by acft with wingspan greater than 35′. After 0500Z‡ ACTIVATE MIRL Rwy 07–25 and Rwy 13–31; REIL Rwy 07; Rwy 25; Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 119.975 (740) 383–3400. SAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 238° 26.3 NM to fld. 1210/3W.
BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.83′ at fld. NOTAM FILE MNN.
NDB (MHW) 201 MNN N40°37.03′ W83°04.20′ at fld. Unusable byd 15 NM. NOTAM FILE MNN. SHUTDOWN.
ILS/DME 110.35 I–AEF Chan 40Y Rwy 25. LOC only.

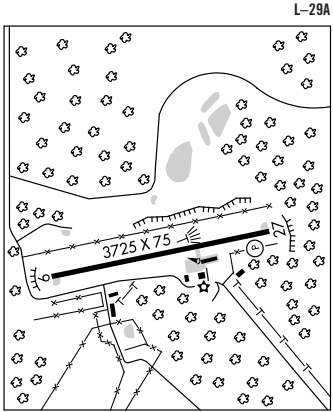
MARYSVILLE

UNION CO (MRT) 1 SE UTC−5(−4DT) N40°13.48′ W83°21.10′ **DETROIT**
1021 B S4 **FUEL** 100LL, JET A1+ OX 1, 2, 3, 4 NOTAM FILE DAY **L–29A**
RWY 09–27: H4218X75 (ASPH) S–17 MIRL 0.6% up W. **IAP**
RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 20′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 4.0°TCH 42′. Thld dsplcd 124′. Railroad.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. For svc after hrs call 740–815–5455. 24 hr credit card svc avbl fuel. Deer and birds on and invof arpt. ACTIVATE MIRL, REIL, PAPI Rwy 09–27—CTAF. Ramp fee for commercial acft.
WEATHER DATA SOURCES: AWOS–3 119.275 (937)–644–2967.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 102° 32 NM to fld. 1080/5W.
COMM/NAV/WEATHER REMARKS: AWOS–3 unusable byd 6 NM.

MAYFIELD (See AKRON)

McARTHUR

VINTON CO (22I) 5 NE UTC−5(−4DT) N39°19.69′ W82°26.51′ **CINCINNATI**
958 B **FUEL** 100LL NOTAM FILE DAY **L–29A**
RWY 09–27: H3725X75 (ASPH) MIRL
RWY 09: Trees. **RWY 27:** PAPI(2PL). Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–357–0268 or 740–596–0002. Occasional deer and geese on and invof arpt. ACTIVATE MIRL Rwy 09–27—122.9.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 334° 39.5 NM to fld. 880/3W.



LOC/DME I-AEF	APP CRS	Rwy Idg	5000
110.35	245°	TDZE	993
Chan 40 (Y)		Apt Elev	993

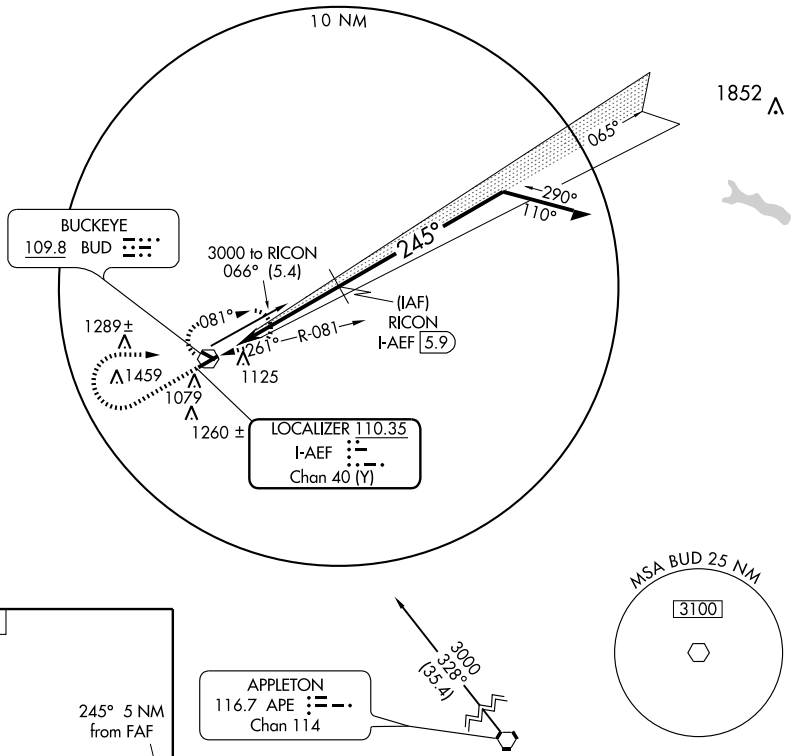
LOC/DME RWY 25

MARION MUNI (MNN)

If local altimeter setting not received, use Ohio State University altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BUD VOR and hold.

ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-25	1360-1 367 (400-1)			1360-1¼ 367 (400-1¼)
CIRCLING	1480-1 486 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 566 (600-2)

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

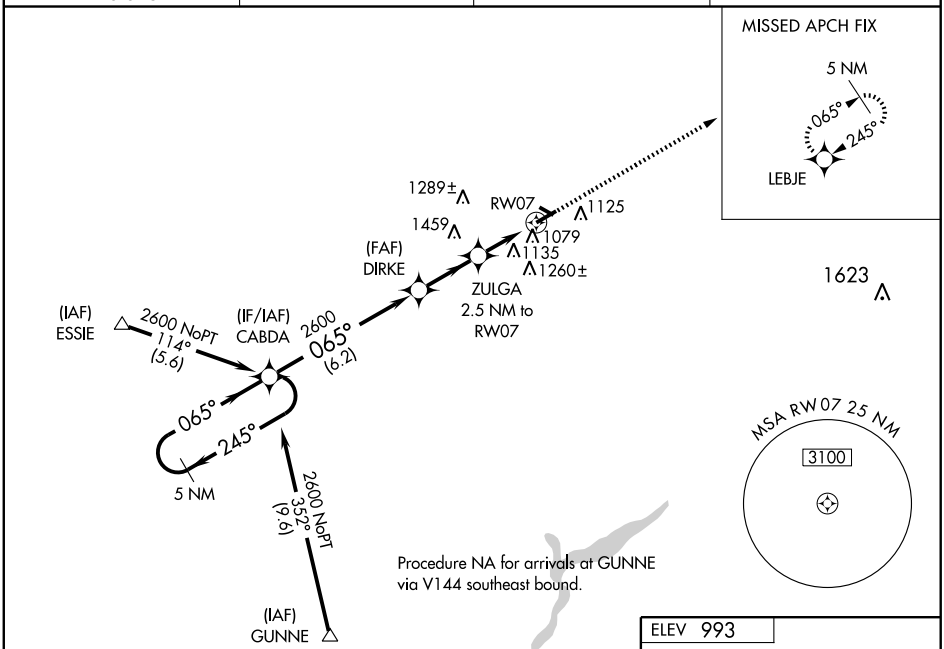
WAAS	APP CRS	Rwy Idg	5000
CH 93604	065°	TDZE	990
W07A		Apt Elev	993

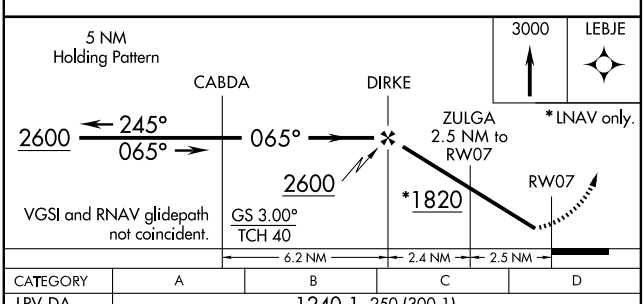
RNAV (GPS) RWY 7
MARION MUNI (MNN)

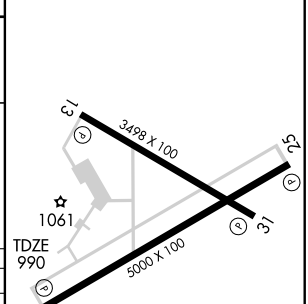
If local altimeter setting not received, use Ohio State University altimeter setting and increase LPV DA 87 feet, LNAV/VNAV DA 195 feet, and all MDAS 100 feet. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct LEBJE and hold.

ASOS	MANSFIELD APP CON *		CLNC DEL	UNICOM
119.975	124.2	390.8	126.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1240-1 250 (300-1)			
LNAV/ VNAV DA	1379-1½ 389 (400-1½)			
LNAV MDA	1440-1 450 (500-1)		1440-1¼ 450 (500-1¼)	1440-1½ 450 (500-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

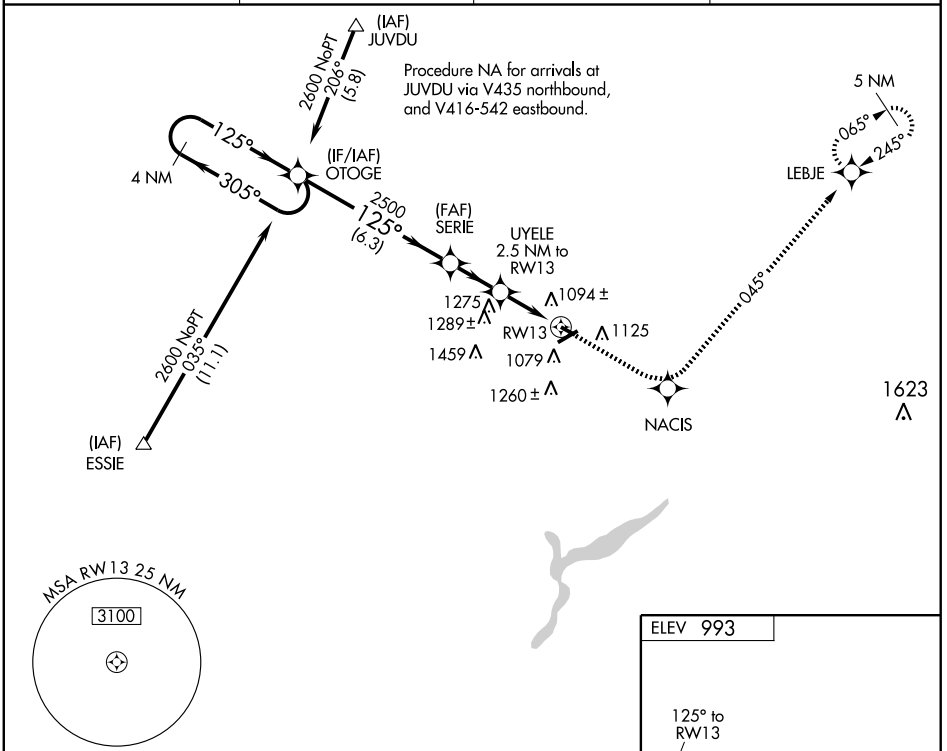
RNAV (GPS) RWY 13
MARION MUNI (MNN)

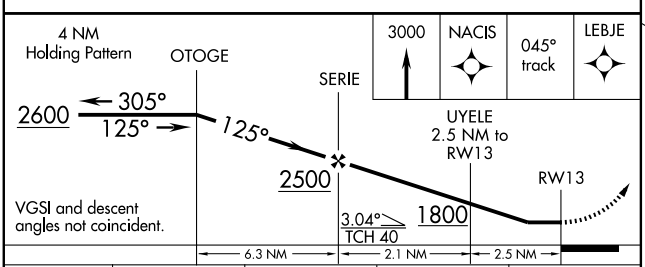
APP CRS	Rwy Idg	3498
125°	TDZE	990
	Apt Elev	993

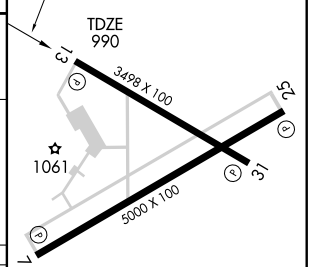
▼ DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Ohio State altimeter setting and increase all MDAs 100 feet and visibility Cats C and D and circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct NACIS and via 045° track to LEBJE and hold.

ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1 370 (400-1)			1360-1¼ 370 (400-1¼)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

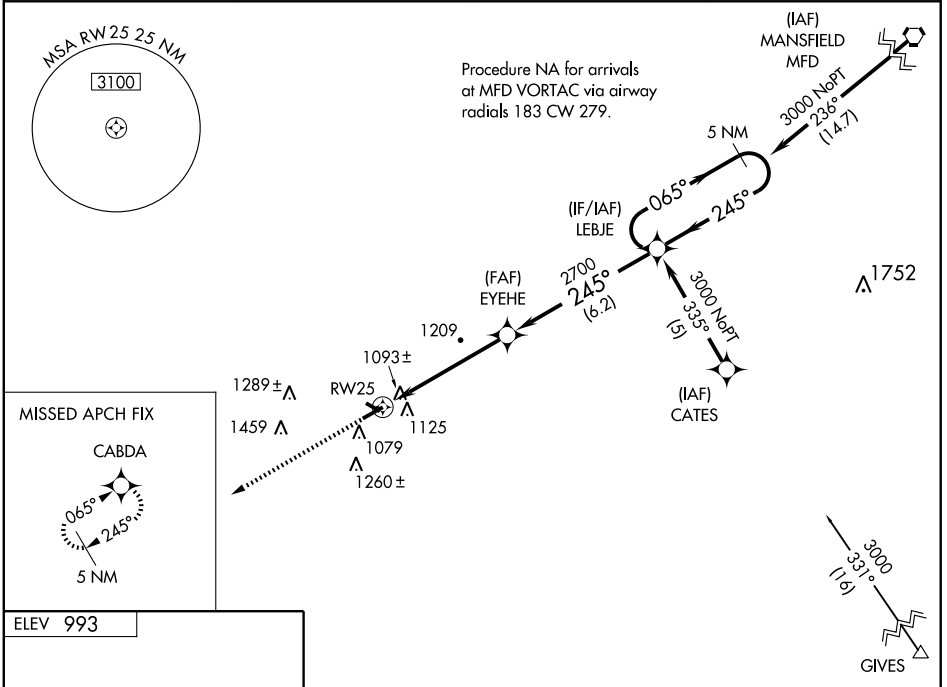
WAAS	APP CRS	Rwy Idg	5000
CH 62904	245°	TDZE	993
W25A		Apt Elev	993

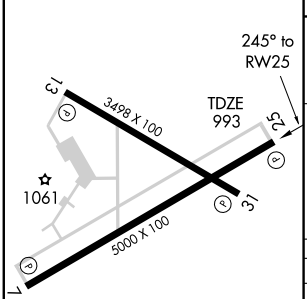
RNAV (GPS) RWY 25
MARION MUNI (MNN)

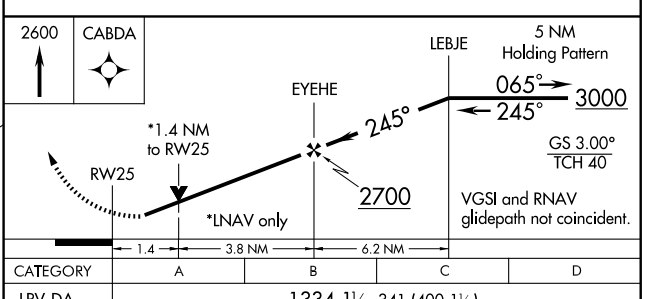
If local altimeter setting not received, use Ohio State University altimeter setting and increase all DAs 87 feet and all MDAs 100 feet. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct CABDA and hold.

ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1334-1¼ 341 (400-1¼)			
LNAV/VNAV DA	1443-1½ 450 (500-1½)			
LNAV MDA	1460-1 467 (500-1)		1460-1¼ 467 (500-1¼)	1460-1½ 467 (500-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

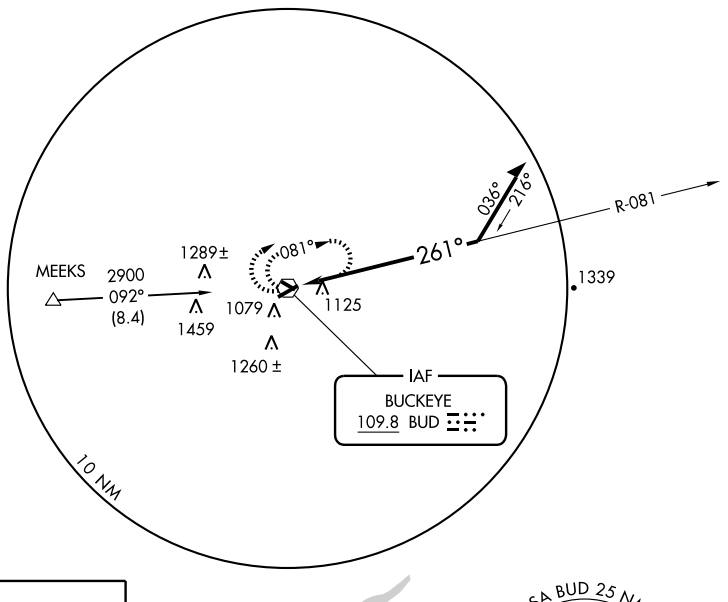
VOR BUD 109.8	APP CRS 261°	Rwy Idg N/A TDZE N/A Apt Elev 993

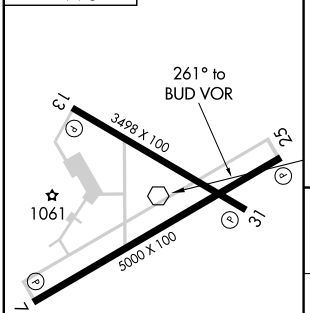
VOR-A
MARION MUNI (MNN)

If local altimeter setting not received, use Ohio State University altimeter setting and increase all MDAs 100 feet.

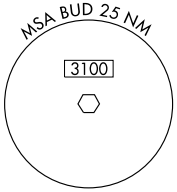
MISSED APPROACH: Climbing right turn to 2900 in BUD VOR holding pattern.

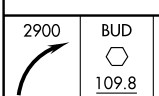
ASOS	MANSFIELD APP CON ★	CLNC DEL	UNICOM
119.975	124.2 390.8	126.8	122.8 (CTAF) L

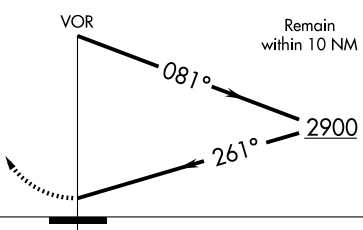




REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1640-1 647 (700-1)		1640-1¾ 647 (700-1¾)	1640-2 647 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MARION MUNI (MNN) 3 NE UTC−5(−4DT) N40°36.98′ W83°03.81′ **DETROIT**
993 B S4 **FUEL** 80, 100LL, JET A1 + TPA—1793(800) NOTAM FILE MNN **H–10G, L–29A**
RWY 07–25: H5000X100 (ASPH–GRVD) S–70, D–95, 2S–121, 2D–150 MIRL **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 24′. Road. **RWY 25:** REIL. PAPI(P4L)—GA 3.0° TCH 31′. Trees.
RWY 13–31: H3498X100 (ASPH–GRVD) S–56, D–68, 2S–86, 2D–105 MIRL
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 21′. Trees. **RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 21′. Acft.
AIRPORT REMARKS: Attended 1300–2200Z‡. Glider activity on and invof arpt. Gliders and towplanes use rgt tfc pattern for Rwy 07 and Rwy 31. Transient acft follow ramp signs to main ramp. Twy D cannot be used to taxi between rwy and ramp area by acft with wingspan greater than 35′. After 0500Z‡ ACTIVATE MIRL Rwy 07–25 and Rwy 13–31; REIL Rwy 07; Rwy 25; Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 119.975 (740) 383–3400. SAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLNC DEL** 126.8
CLEVELAND CENTER APP/DEP CON 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 238° 26.3 NM to fld. 1210/3W.
BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.83′ at fld. NOTAM FILE MNN.
NDB (MHW) 201 MNN N40°37.03′ W83°04.20′ at fld. Unusable byd 15 NM. NOTAM FILE MNN. SHUTDOWN.
ILS/DME 110.35 I–AEF Chan 40Y Rwy 25. LOC only.

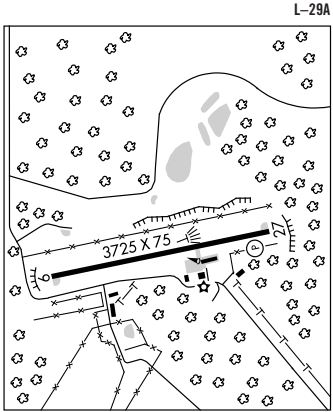
MARYSVILLE

UNION CO (MRT) 1 SE UTC−5(−4DT) N40°13.48′ W83°21.10′ **DETROIT**
1021 B S4 **FUEL** 100LL, JET A1+ OX 1, 2, 3, 4 NOTAM FILE DAY **L–29A**
RWY 09–27: H4218X75 (ASPH) S–17 MIRL 0.6% up W. **IAP**
RWY 09: REIL. PAPI(P4L)—GA 4.0° TCH 20′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 4.0°TCH 42′. Thld dsplcd 124′. Railroad.
AIRPORT REMARKS: Attended Nov–Apr 1300–2300Z‡, May–Oct 1300–0000Z‡. For svc after hrs call 740–815–5455. 24 hr credit card svc avbl fuel. Deer and birds on and invof arpt. ACTIVATE MIRL, REIL, PAPI Rwy 09–27—CTAF. Ramp fee for commercial acft.
WEATHER DATA SOURCES: AWOS–3 119.275 (937)–644–2967.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 102° 32 NM to fld. 1080/5W.
COMM/NAV/WEATHER REMARKS: AWOS–3 unusable byd 6 NM.

MAYFIELD (See AKRON)

McARTHUR

VINTON CO (22I) 5 NE UTC−5(−4DT) N39°19.69′ W82°26.51′ **CINCINNATI**
958 B **FUEL** 100LL NOTAM FILE DAY **L–29A**
RWY 09–27: H3725X75 (ASPH) MIRL
RWY 09: Trees. **RWY 27:** PAPI(2PL). Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–357–0268 or 740–596–0002. Occasional deer and geese on and invof arpt. ACTIVATE MIRL Rwy 09–27—122.9.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE EKN.
HENDERSON (H) VORTAC 115.9 HNN Chan 106 N38°45.25′ W82°01.57′ 334° 39.5 NM to fld. 880/3W.



APP CRS	Rwy Idg	4218
088°	TDZE	1021
	Apt Elev	1021

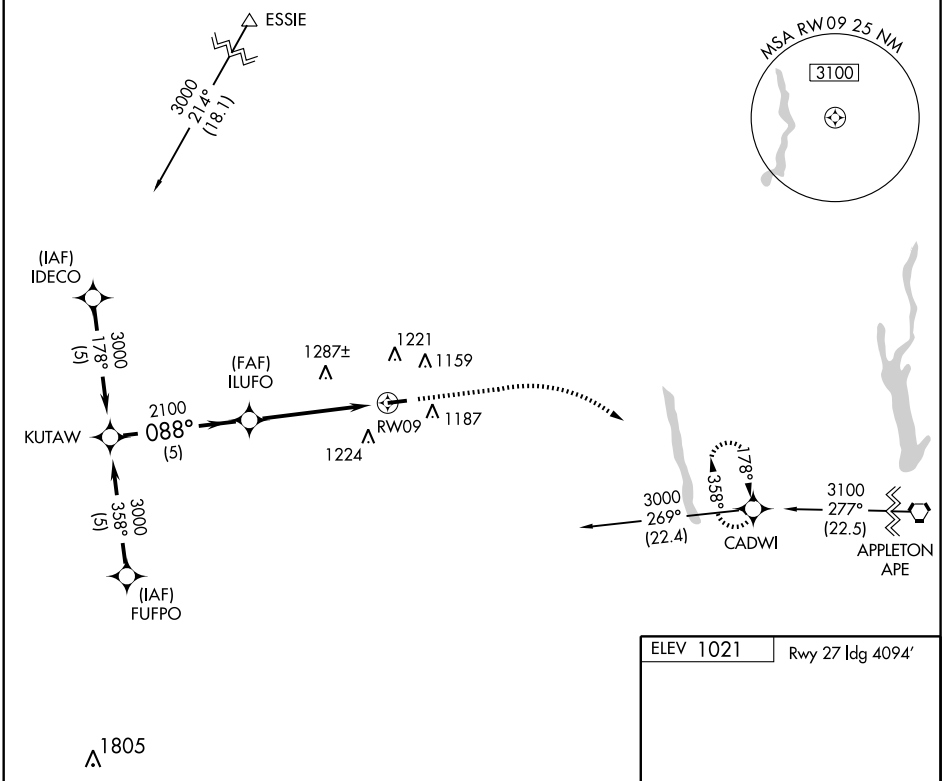
GPS RWY 9

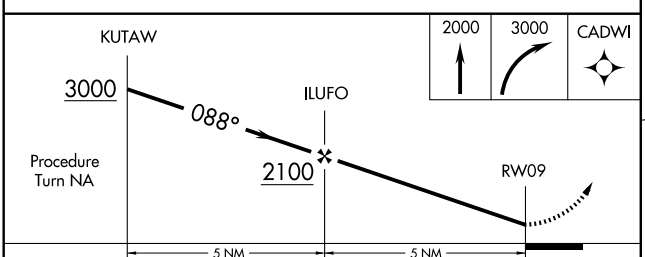
MARYSVILLE / UNION COUNTY (MRT)

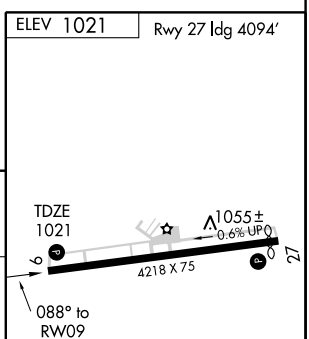
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CADWI WP and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.275	120.2 317.775	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	1520-1	499 (500-1)	1520-1¼ 499 (500-1¼)	1520-1½ 499 (500-1½)
CIRCLING	1540-1	519 (600-1)	1560-1½ 539 (600-1½)	1580-2 559 (600-2)

MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4094
268°	TDZE	1015
	Apt Elev	1021

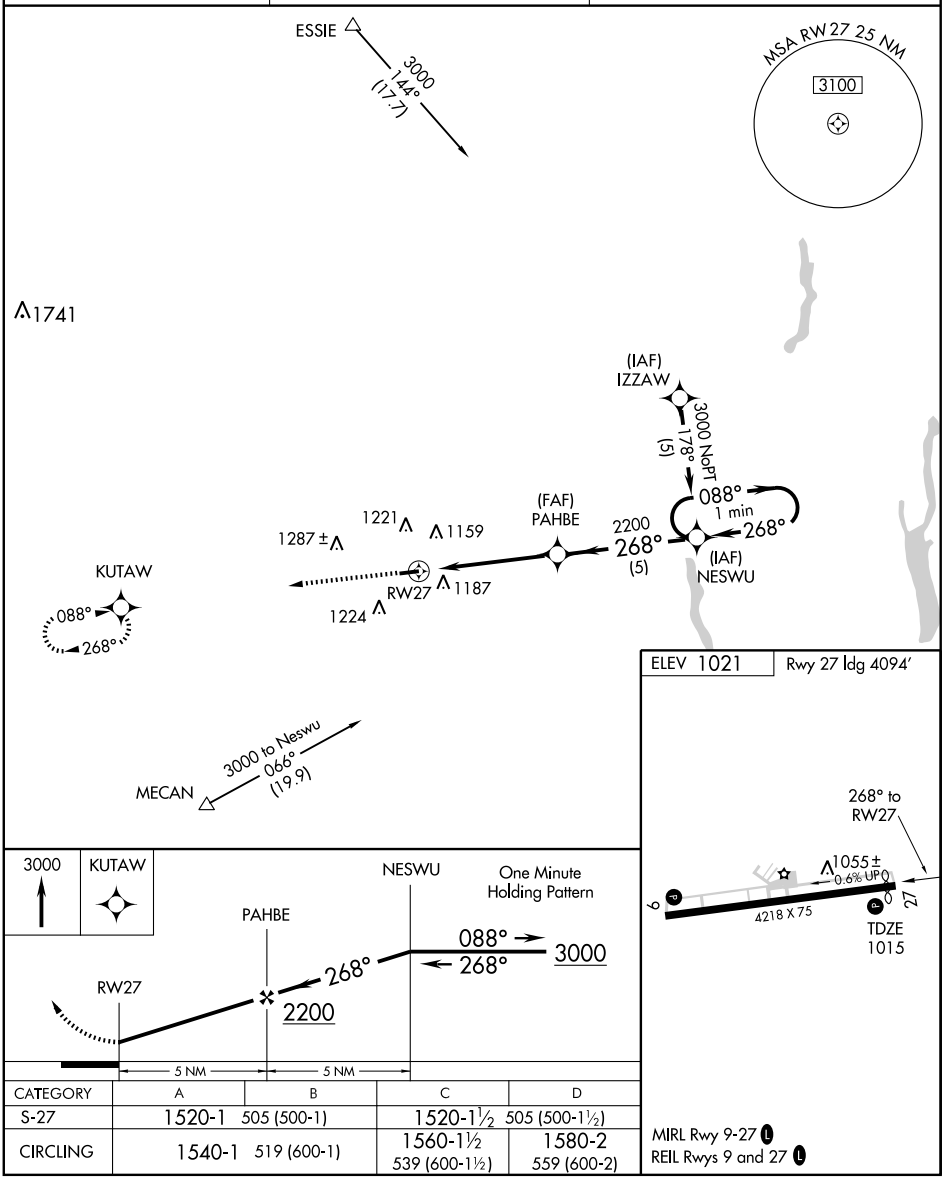
GPS RWY 27

MARYSVILLE / UNION COUNTY (MRT)

NA

MISSED APPROACH: Climb to 3000 direct KUTAW WP and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
119.275	120.2 317.775	122.8 (CTAF) L



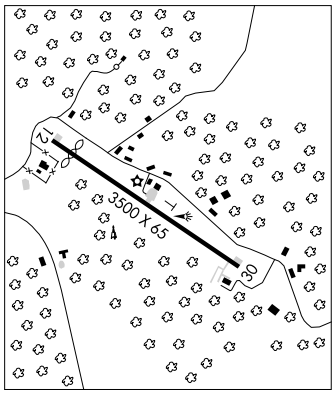
CATEGORY	A	B	C	D
S-27	1520-1 505 (500-1)		1520-1½ 505 (500-1½)	
CIRCLING	1540-1 519 (600-1)		1560-1½ 539 (600-1½)	1580-2 559 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

McCONNELSVILLE

MORGAN CO (I71) 3 E UTC−5(−4DT) N39°39.26′ W81°48.19′ CINCINNATI
1000 B **FUEL** 100LL TPA—1800(800) NOTAM FILE CLE L–29B
RWY 12–30: H3500X65 (ASPH) S–12 MIRL
RWY 12: Thld dsplcd 350′. Road. **RWY 30:** REIL. Tree.
AIRPORT REMARKS: Unattended. For fuel use phone in Administration Building and refer to list above phone. Rwy 12–30 sfc has loose aggregate, large cracks with grass growing through them. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 12–30 and REIL Rwy 30—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.
ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 172° 17.7 NM to fld. 900/6W.



MEDINA MUNI (1G5) 4 E UTC−5(−4DT) N41°07.89′ W81°45.90′ DETROIT
1190 B S4 **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 09–27: H3556X75 (ASPH) S–30 MIRL 0.4% up E IAP
RWY 09: PAPI (P4L). Trees. **RWY 27:** REIL. PAPI (P4L)—GA 3.5° TCH 30′.
RWY 01–19: H2867X60 (ASPH) S–25 MIRL 0.7% up N
RWY 01: PAPI (P4L). P–line. **RWY 19:** PAPI (P4L). Thld dsplcd 737′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Deer on and invof arpt. PAEW twys. Rwy 09–27 has severe cracking with much foreign object damage potential. Rwy 09 PAPI OTS indef. MIRL Rwy 09–27, MIRL Rwy 01–19, PAPI Rwys 09, 27, 01 and 19 opr dusk–0300Z‡; after 0300Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 132° 22.5 NM to fld. 780/5W. HIWAS.

METCALF FLD (See TOLEDO)

MIAMI UNIVERSITY (See OXFORD)

MIDDLE BASS–EAST POINT (See MIDDLE BASS ISLAND)

MIDDLE BASS ISLAND

MIDDLE BASS–EAST POINT (3W9) 1 NE UTC−5(−4DT) N41°41.67′ W82°47.79′ DETROIT
582 NOTAM FILE CLE
RWY 09–27: 2085X67 (TURF)
RWY 09: Berm. **RWY 27:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended May–Oct irregularly, unattended Nov–Apr. Rwy soft and wet in spring. Numerous trees and buildings in close proximity of rwy. Be alert: Expect significant windshear and turbulence on apch and departure when winds exceed 10 Kt speed.
COMMUNICATIONS: CTAF 122.9

MIDDLE BASS ISLAND (3T7) 1 NE UTC−5(−4DT) N41°41.11′ W82°48.29′ DETROIT
580 TPA—1580 (1000)
RWY 10–28: H1852X75 (ASPH)
RWY 10: PAPI(P4L). Thld dsplcd 52′. Building. Rgt tfc.
RWY 28: PAPI(P4L). Ground.
AIRPORT REMARKS: Unattended. All tfc patterns remain S of arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

MEDINA MUNI (1G5)

MEDINA, OHIO

CLEVELAND DEP CON
125.35 354.025

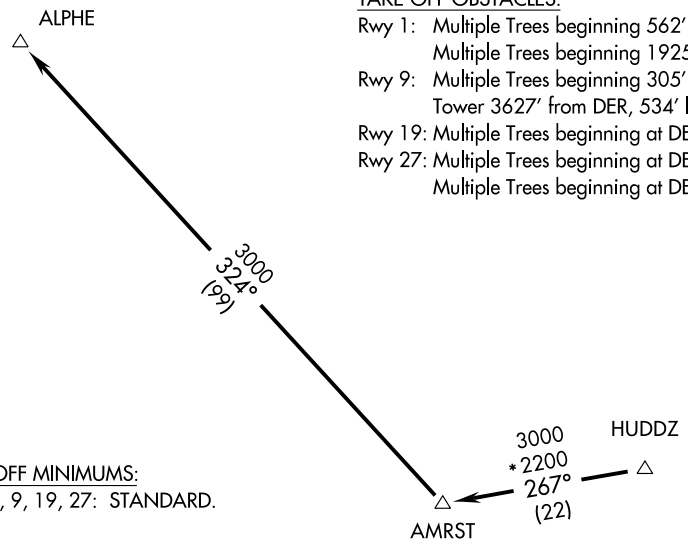
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

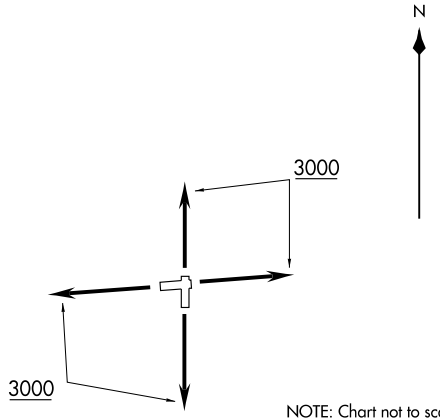
. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562′ from DER, 588′ left of centerline, up to 100′ AGL/1279′ MSL.
Multiple Trees beginning 1925′ from DER, on centerline, up to 100′ AGL/1319′ MSL.
Rwy 9: Multiple Trees beginning 305′ from DER, 396′ right of centerline, up to 100′ AGL/1249′ MSL.
Tower 3627′ from DER, 534′ left of centerline, 150′ AGL/1282′ MSL.
Rwy 19: Multiple Trees beginning at DER, 112′ left of centerline, up to 100′ AGL/1249′ MSL.
Rwy 27: Multiple Trees beginning at DER, 345′ left of centerline, up to 100′ AGL/1319′ MSL.
Multiple Trees beginning at DER, 366′ right of centerline, up to 100′ AGL/1279′ MSL.



TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27: STANDARD.



NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09127
MEDINA MUNI (1G5)
MEDINA, OHIO

SL-5763 (FAA)

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

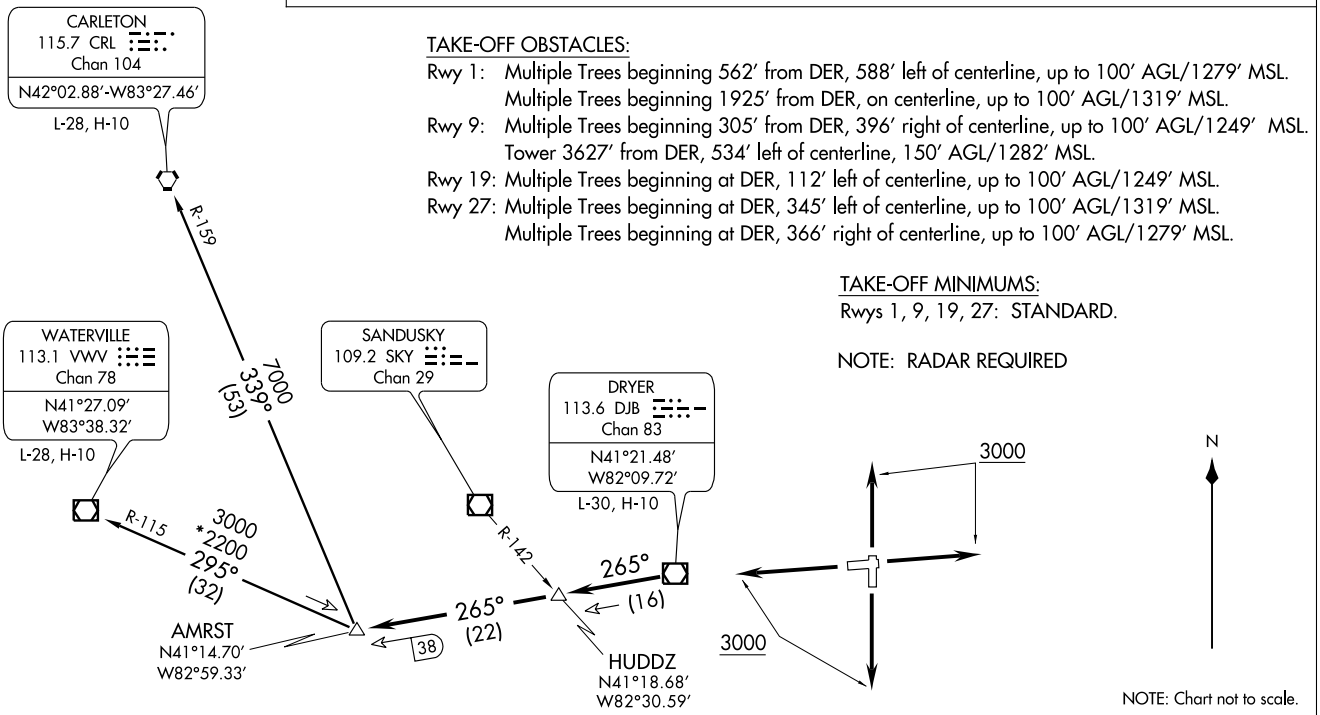
CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562′ from DER, 588′ left of centerline, up to 100′ AGL/1279′ MSL.
Multiple Trees beginning 1925′ from DER, on centerline, up to 100′ AGL/1319′ MSL.
Rwy 9: Multiple Trees beginning 305′ from DER, 396′ right of centerline, up to 100′ AGL/1249′ MSL.
Tower 3627′ from DER, 534′ left of centerline, 150′ AGL/1282′ MSL.
Rwy 19: Multiple Trees beginning at DER, 112′ left of centerline, up to 100′ AGL/1249′ MSL.
Rwy 27: Multiple Trees beginning at DER, 345′ left of centerline, up to 100′ AGL/1319′ MSL.
Multiple Trees beginning at DER, 366′ right of centerline, up to 100′ AGL/1279′ MSL.

TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27: STANDARD.

NOTE: RADAR REQUIRED

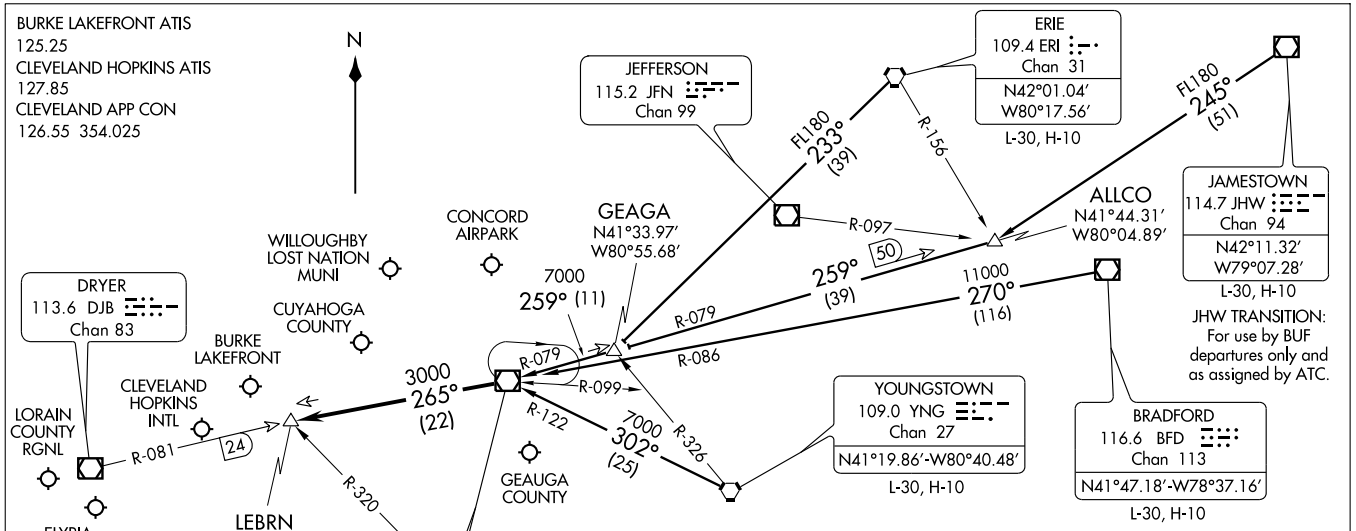


MEDINA MUNI (1G5)
MEDINA, OHIO

SL-5763 (FAA)

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

ST-84 (FAA)

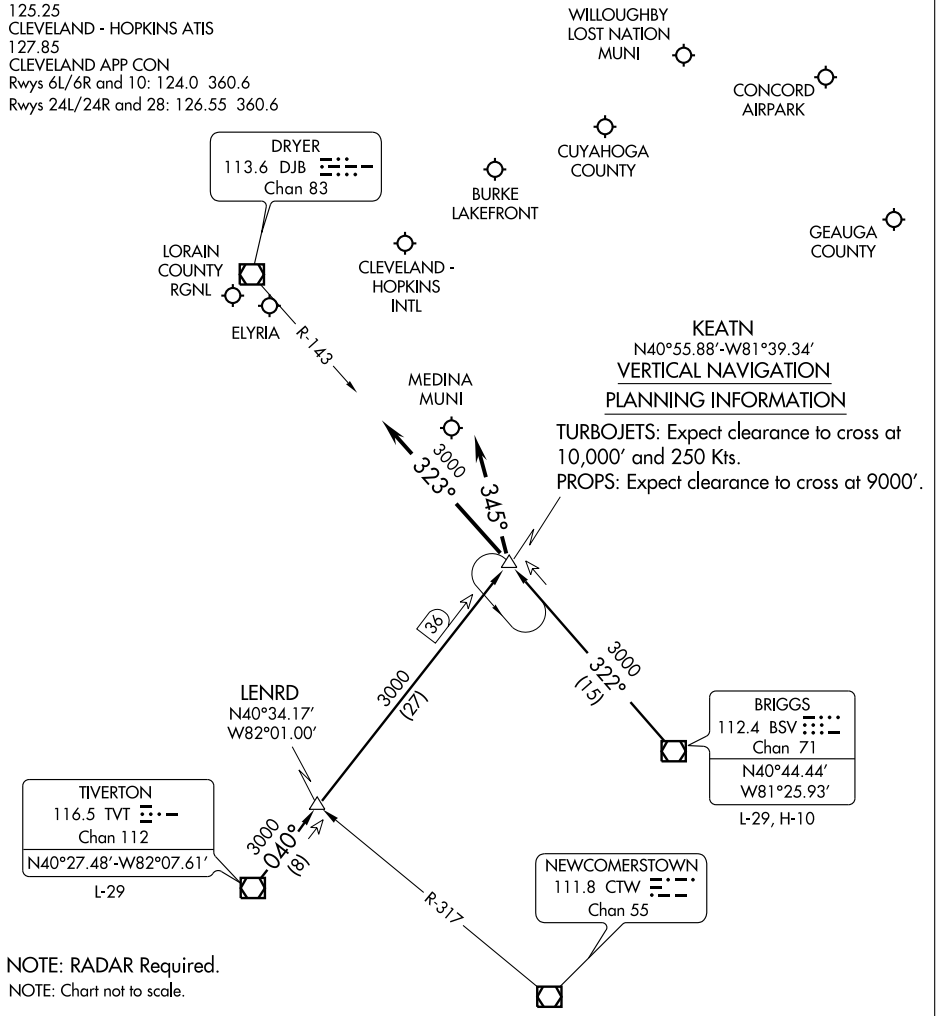
CLEVELAND, OHIO

CLEVELAND, OHIO

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

(OBRLN2.OBRLN) 09183

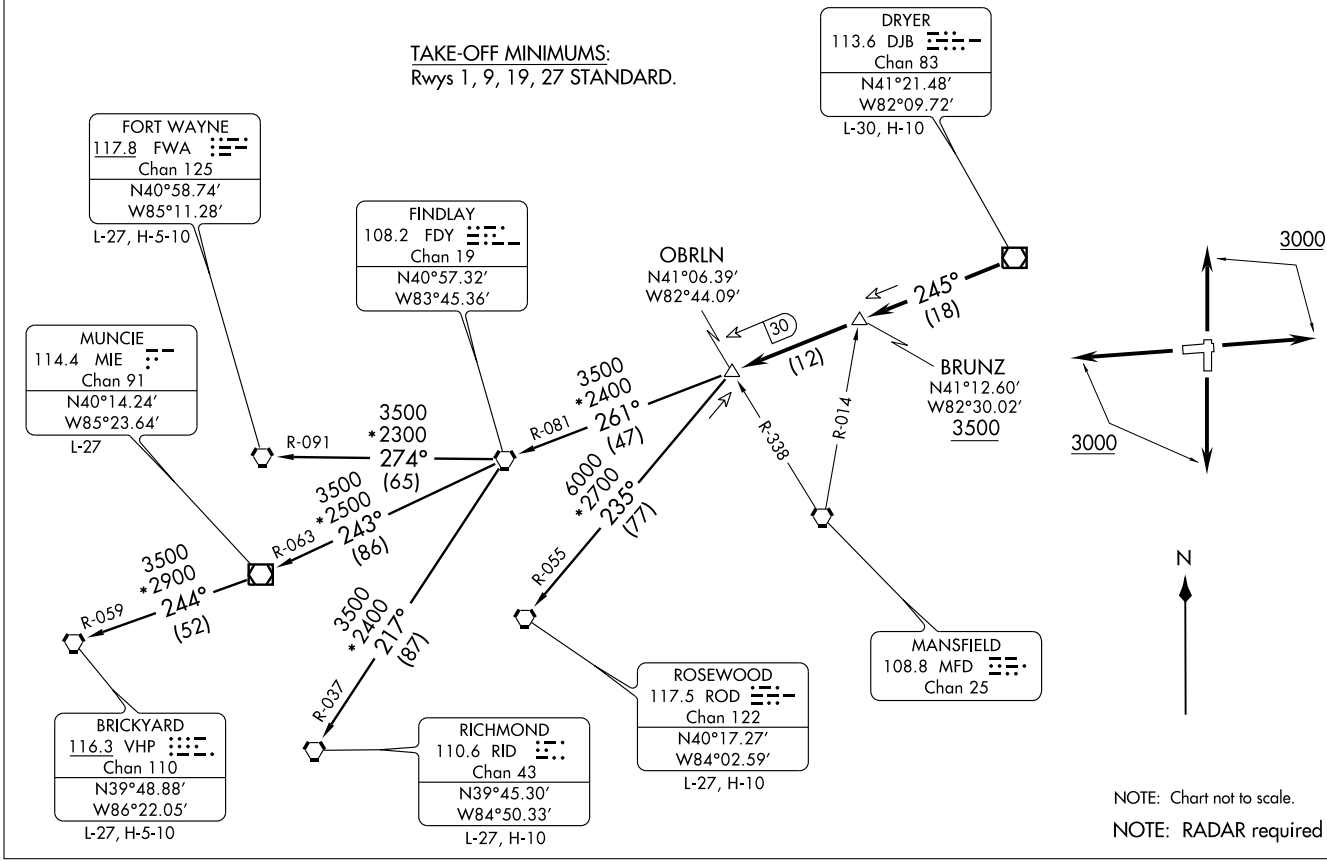
MEDINA, OHIO

MEDINA MUNI (1G5)

CLEVELAND DEP CON
125.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27 STANDARD.



(OBRLN2.OBRLN) 09183

OBRLN TWO DEPARTURE

SL-5763 (FAA)

MEDINA MUNI (1G5)
MEDINA, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562′ from DER, 588′ left of centerline, up to 100′ AGL/1279′ MSL.
Multiple Trees beginning 1925′ from DER, on centerline, up to 100′ AGL/1319′ MSL.

Rwy 9: Multiple Trees beginning 305′ from DER, 396′ right of centerline, up to 100′ AGL/1249′ MSL.
Tower 3627′ from DER, 534′ left of centerline, 150′ AGL/1282′ MSL.

Rwy 19: Multiple Trees beginning at DER, 112′ left of centerline, up to 100′ AGL/1249′ MSL.

Rwy 27: Multiple Trees beginning at DER, 345′ left of centerline, up to 100′ AGL/1319′ MSL.
Multiple Trees beginning at DER, 366′ right of centerline, up to 100′ AGL/1279′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 9

MEDINA MUNI (1G5)

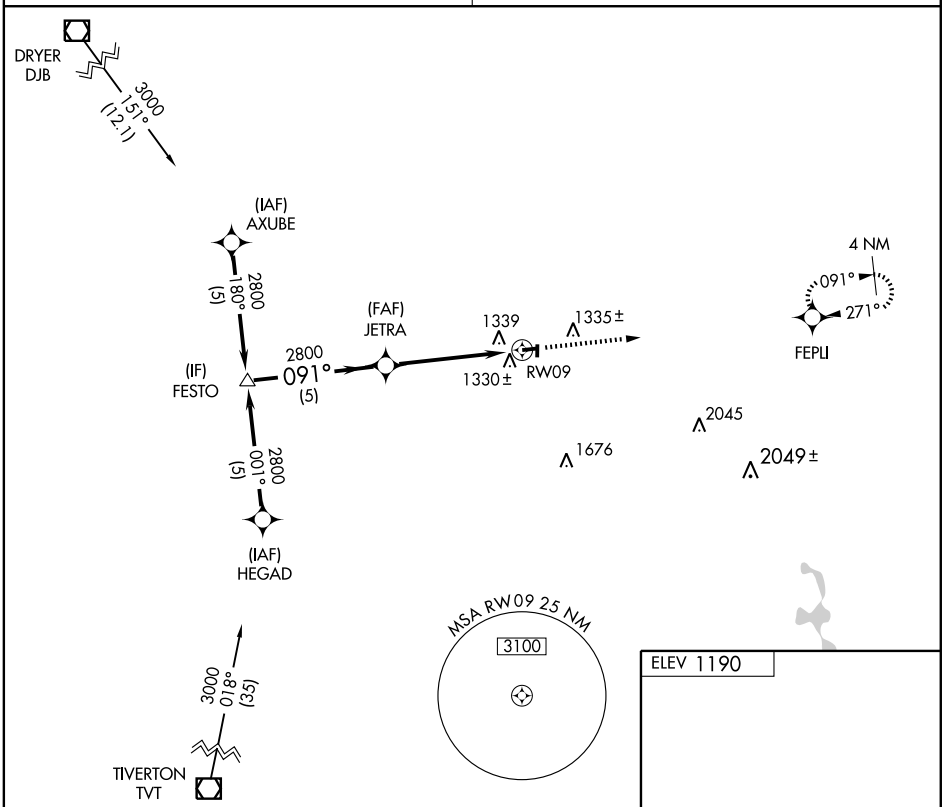
APP CRS	Rwy Idg	3556
091°	TDZE	1179
	Apt Elev	1190

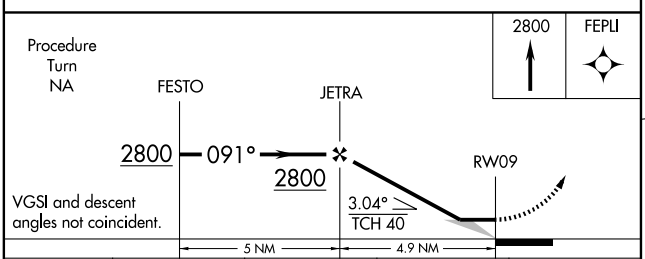
Use Cleveland-Hopkins altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct FEPLI WP and hold.

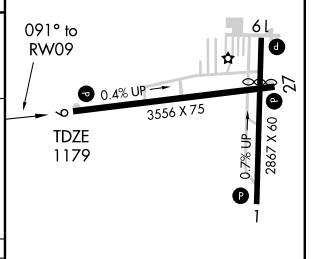
CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1700-1	521 (600-1)	1700-1½ 521 (600-1½)	NA
CIRCLING	1740-1	550 (600-1)	1740-1½ 550 (600-1½)	NA



REIL Rwy 27
MIRL Rwy 9-27, 1-19 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

MEDINA MUNI (1G5)

APP CRS	Rwy Idg	3556
271°	TDZE	1183
	Apt Elev	1190

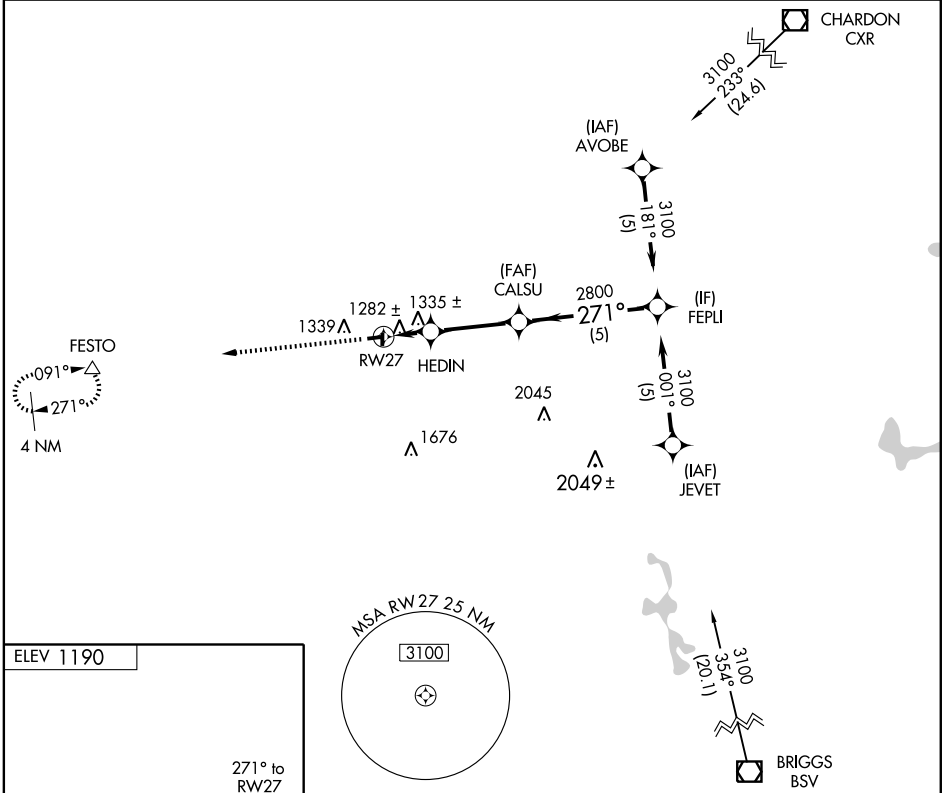
Use Cleveland Hopkins altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

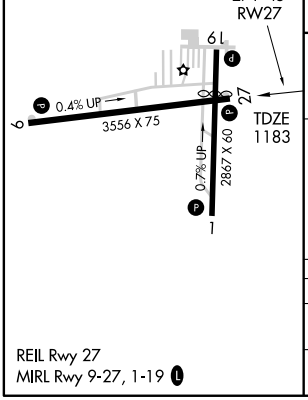
NA

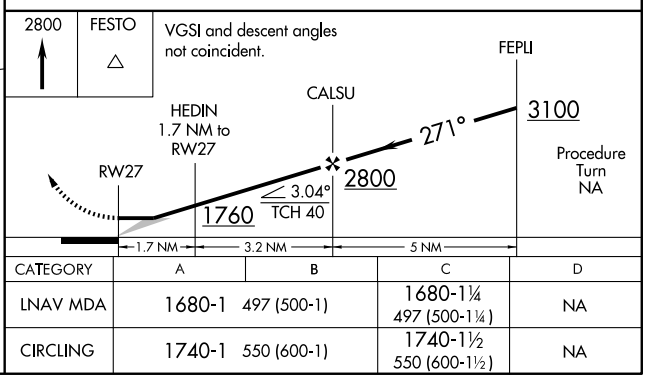
MISSED APPROACH: Climb to 2800 direct FESTO WP and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1680-1	497 (500-1)	1680-1¼ 497 (500-1¼)	NA
CIRCLING	1740-1	550 (600-1)	1740-1½ 550 (600-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27, 1-19 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183

MEDINA MUNI (1G5)
MEDINA, OHIO

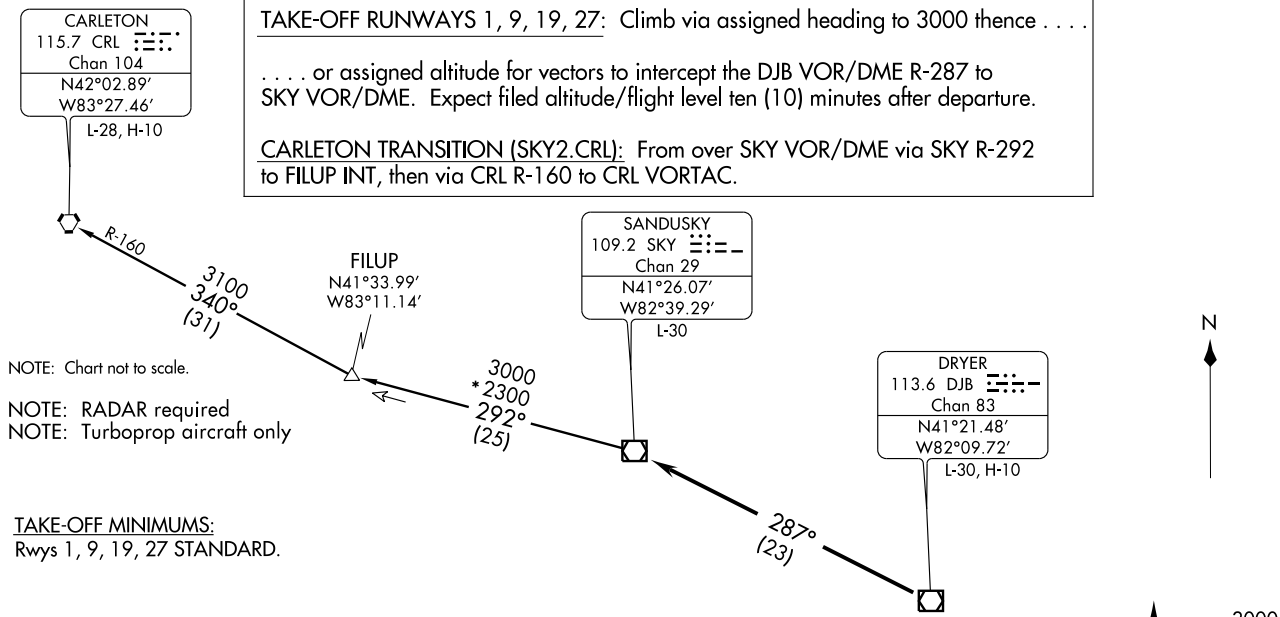
CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

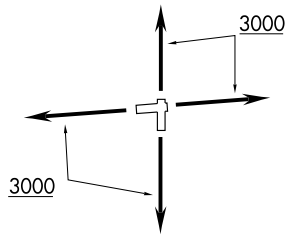
TAKE-OFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwys 1, 9, 19, 27 STANDARD.



TAKE-OFF OBSTACLES:

Rwy 1: Multiple Trees beginning 562′ from DER, 588′ left of centerline, up to 100′ AGL/1279′ MSL.
Multiple Trees beginning 1925′ from DER, on centerline, up to 100′ AGL/1319′ MSL.
Rwy 9: Multiple Trees beginning 305′ from DER, 396′ right of centerline, up to 100′ AGL/1249′ MSL.
Tower 3627′ from DER, 534′ left of centerline, 150′ AGL/1282′ MSL.
Rwy 19: Multiple Trees beginning at DER, 112′ left of centerline, up to 100′ AGL/1249′ MSL.
Rwy 27: Multiple Trees beginning at DER, 345′ left of centerline, up to 100′ AGL/1319′ MSL.
Multiple Trees beginning at DER, 366′ right of centerline, up to 100′ AGL/1279′ MSL.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
MEDINA MUNI (1G5)
MEDINA, OHIO
SL-5763 (FAA)

VOR/DME ACO 114.4 Chan 91	APP CRS 278°	Rwy Idg 3556 TDZE 1183 Apt Elev 1190

VOR RWY 27
MEDINA MUNI (1G5)

NA

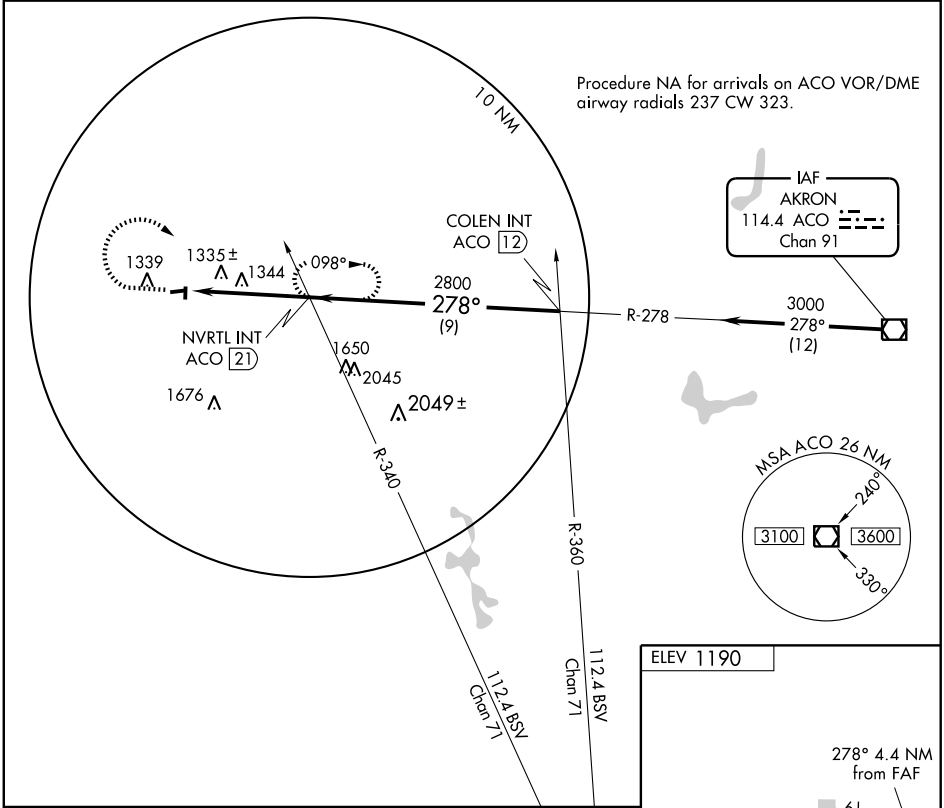
Use Cleveland-Hopkins Intl altimeter setting.

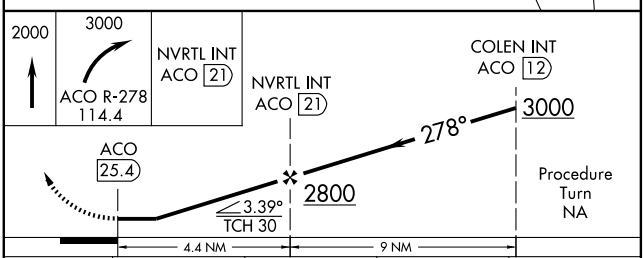
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via ACO R-278 to NVRTL Int/21 DME and hold, continue climb-in-hold to 3000.

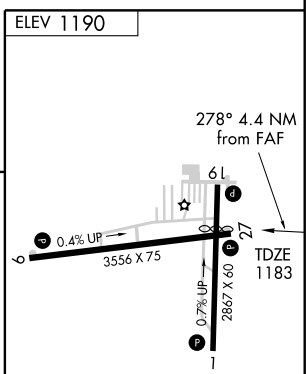
CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L

EC-2, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-27	1760-1 577 (600-1)	1760-1¼ 577 (600-1¼)	1760-1½ 577 (600-1½)	NA
CIRCLING	1800-1 610 (700-1)	1800-1¼ 610 (700-1¼)	1800-1¾ 610 (700-1¾)	NA

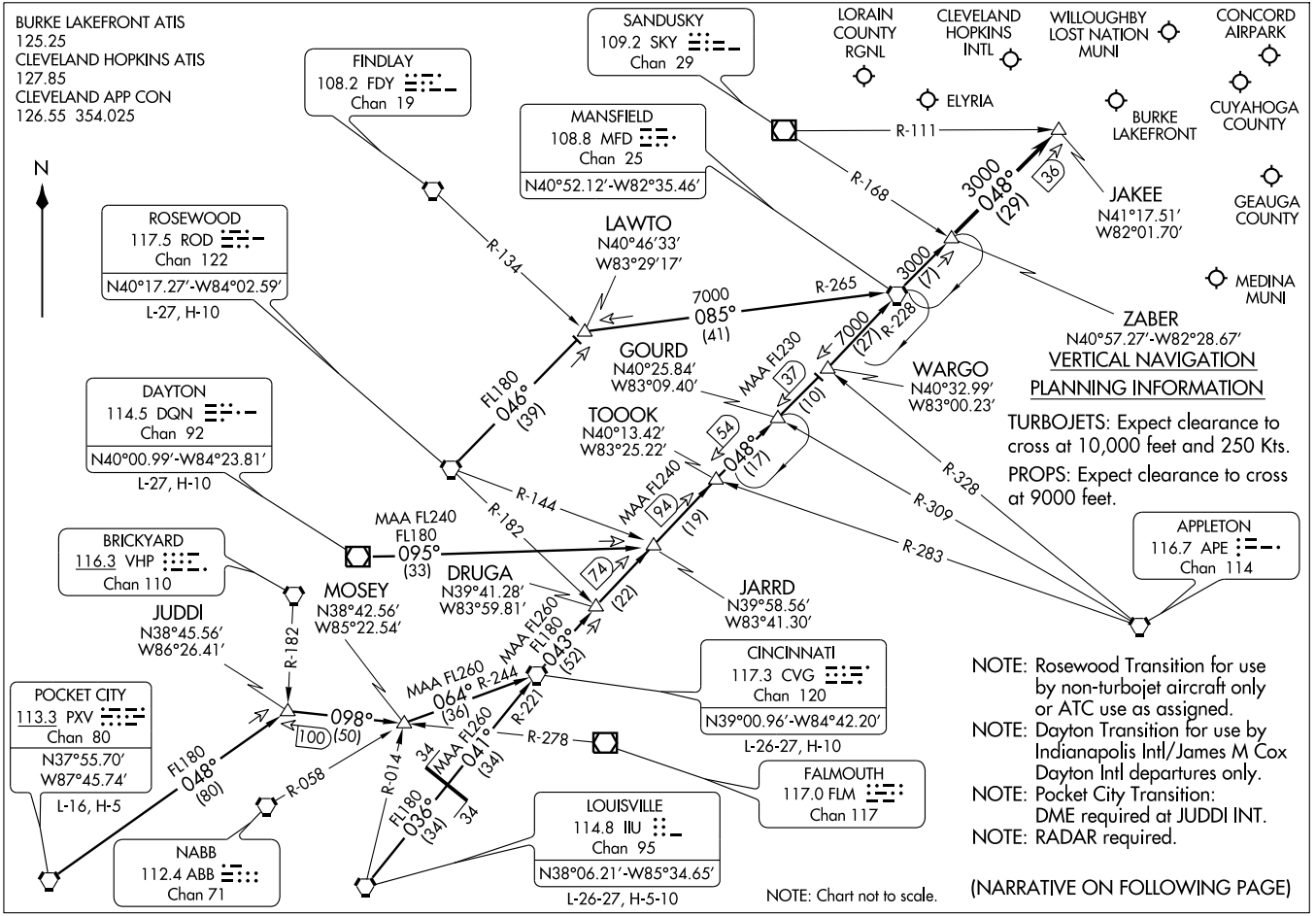
REIL Rwy 27
MIRL Rwy 9-27, 1-19 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

41°08'N - 81°46'W

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

MIDDLEFIELD

GEAUGA CO (7G8) 1 SE UTC−5(−4DT) N41°26.98′ W81°03.78′ DETROIT

1174 B **FUEL** 100LL TPA—2199(1025) NOTAM FILE CLE L–30G

RWY 11–29: H3500X65 (ASPH) S–18.5 HIRL 0.5% up W. IAP

RWY 11: REIL. TRCV (TRIR). Thld dsplcd 180′. Tank. **RWY 29:** REIL. TRCV (TRIL). Trees.

AIRPORT REMARKS: Unattended. Use care when taxiing on ramp, loose gravel and rough areas. ACTIVATE HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF. Rwy 11 and Rwy 29 TRCV OTS indef. Ultralight ops conduct a close–in 500′ AGL rgt hand pattern during dalgt hrs. Parallel twy clsd permanently, E of T–hangars.

COMMUNICATIONS: CTAF/UNICOM 123.0

CHARDON RCO 122.1R 112.7T (CLEVELAND RADIO)

Ⓡ **CLEVELAND APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 137° 6.1 NM to fld. 1310/5W.

COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.

MIDDLETOWN RGNL/HOOK FLD (MWO) 2 N UTC−5(−4DT) N39°31.91′ W84°23.79′ CINCINNATI

650 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE DAY H–10G, L–27E

RWY 05–23: H6100X100 (ASPH) S–66, D–78, 2S–99, 2D–140 MIRL IAP

RWY 05: REIL. PAPI(P4L). Trees.

RWY 23: REIL. PAPI(P4L). Thld dsplcd 299′. Tree. Rgt tfc.

RWY 08–26: 3040X297 (TURF)

RWY 08: Thld dsplcd 951′. Trees. **RWY 26:** Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2300Z‡. CAUTION: Ultralights enter/exit pattern at Rwy 08 to N lower than regular tfc pattern. Ultralights do not fly S of Rwy 26. Rwy 08–26 marked with white and black cones. ACTIVATE MIRL Rwy 05–23—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.025 (513) 422–3505.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225 Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)

DAYTON CLNC DEL 119.4 (937) 454–7282

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 126° 24.5 NM to fld. 1135/3W.

HOOK FLD NDB (MHW) 239 HKF N39°29.93′ W84°26.85′ 054° 3.1 NM to fld. NOTAM FILE DAY. NDB OTS indef.

ONIDA NDB (LOM) 223 MW N39°34.70′ W84°19.41′ 235°4.4 NM to fld. Unmonitored.

ILS 111.1 I–MWO Rwy 23 LOM ONIDA NDB. LOC only.

MIDWEST N39°25.78′ W83°48.07′ NOTAM FILE ILN. CINCINNATI

(T) VORW/DME 112.9 MXQ Chan 76 at Airborne Airpark. 1050/4W. H–10G, L–27E

Unmonitored when twr clsd.

VOR unusable 051°–224°, 170°–275°.

MILLER (See ALLIANCE)

MILLER FARM LANDING STRIP (See BALTIMORE)

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09183

MIDDLEFIELD / GEAUGA COUNTY (7G8)

MIDDLEFIELD, OHIO

CLEVELAND DEP CON
125.35 346.32

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

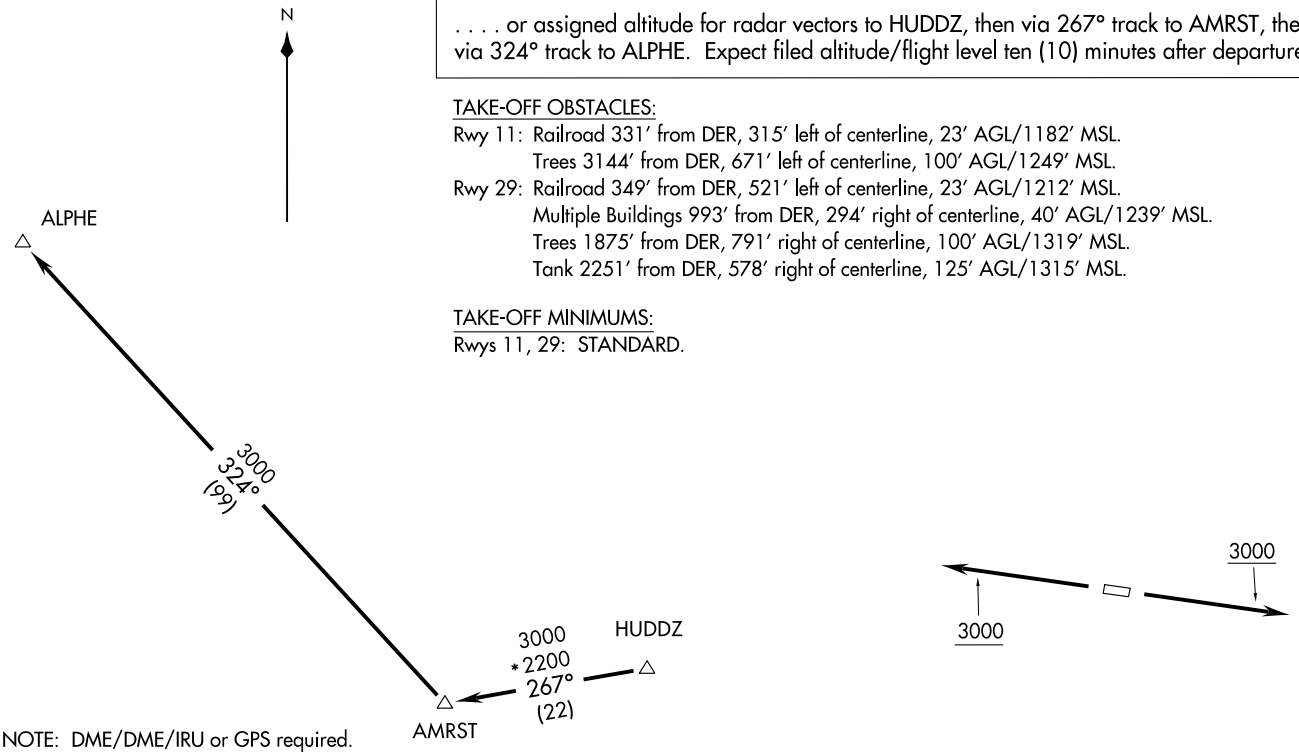
TAKE-OFF OBSTACLES:

Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′ left of centerline, 100′ AGL/1249′ MSL.

Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple Buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.

TAKE-OFF MINIMUMS:

Rwys 11, 29: STANDARD.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09183
MIDDLEFIELD / GEAUGA COUNTY (7G8)
MIDDLEFIELD, OHIO

SL-6254 (FAA)

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

MIDDLEFIELD / GEAUGA COUNTY (7G8)

MIDDLEFIELD, OHIO

SL-6254 (FAA)

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 11, 29: STANDARD.

NOTE: RADAR REQUIRED

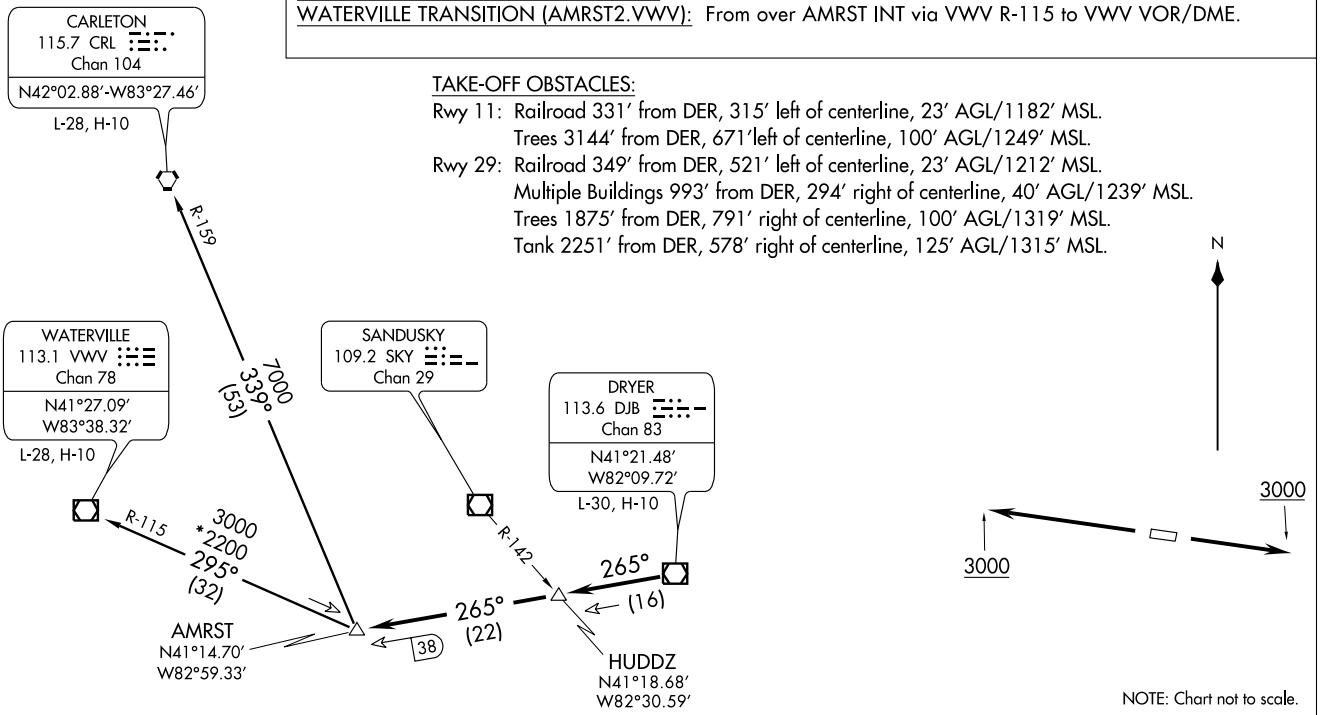
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

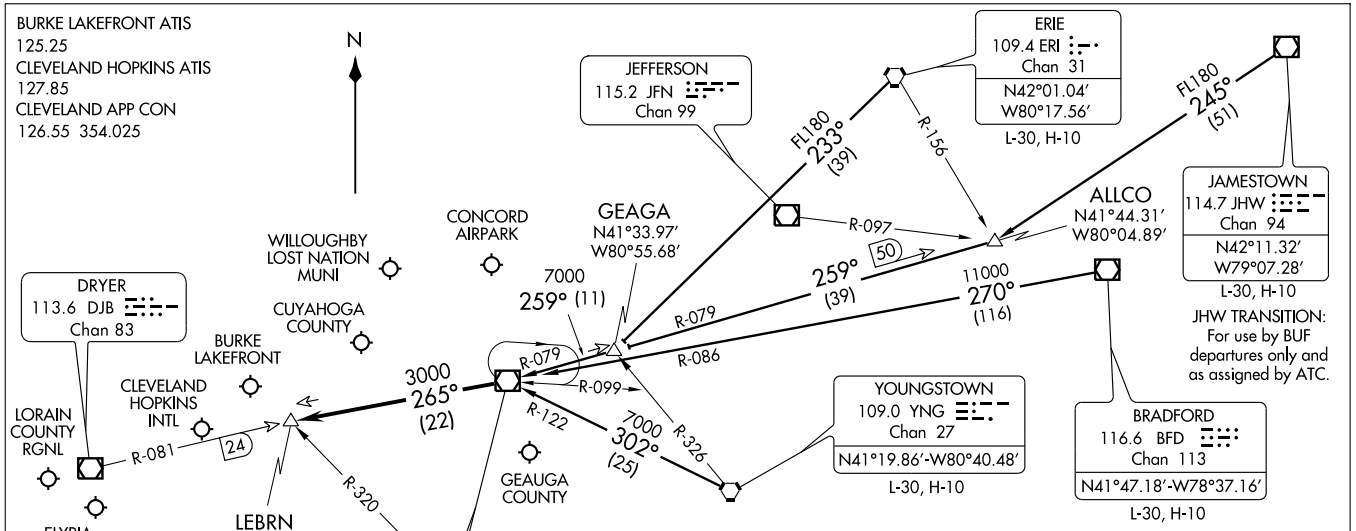
CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′left of centerline, 100′ AGL/1249′ MSL.
Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple Buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.



CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

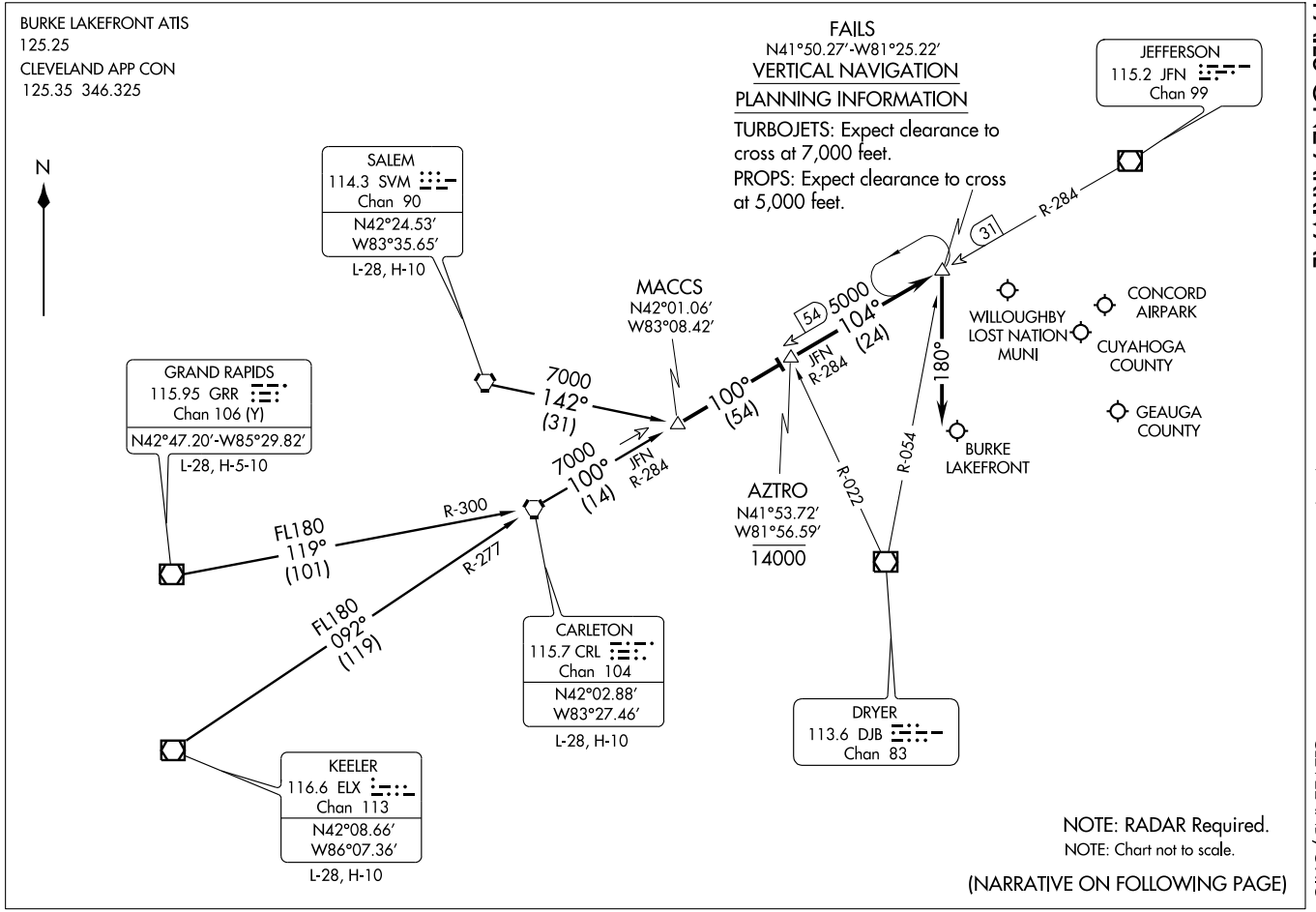
ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

FAILS ONE ARRIVAL

(MACCS.FAILS1) 09183



FAILS ONE ARRIVAL
(MACCS.FAILS1) 09183

CLEVELAND, OHIO

ST-5370 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

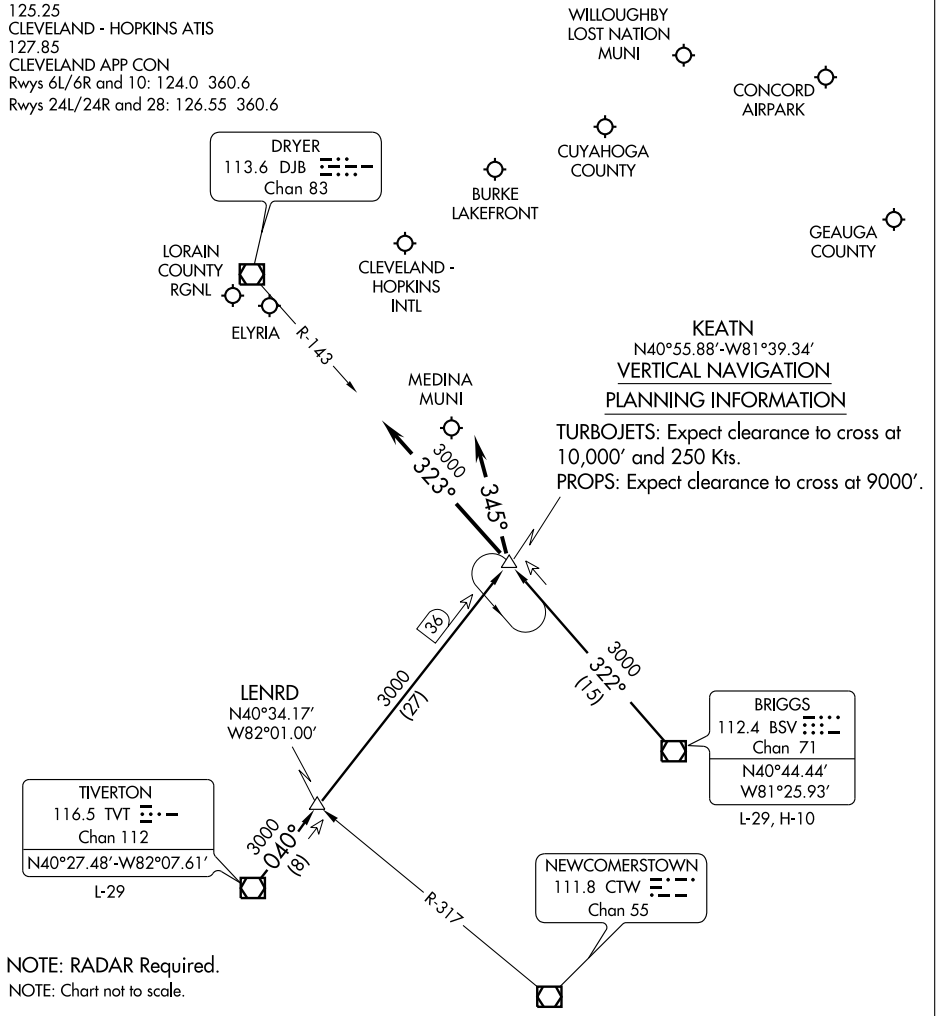
. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

OBRLN TWO DEPARTURE
(OBRLN2.OBRLN) 09183
MIDDLEFIELD, OHIO
MIDDLEFIELD / GEAUGA COUNTY (7G8)
EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence. . .

. . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′ left of centerline, 100′ AGL/1249′ MSL.
Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple Buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

MIDDLEFIELD / GEAUGA COUNTY (7G8)

MIDDLEFIELD, OHIO

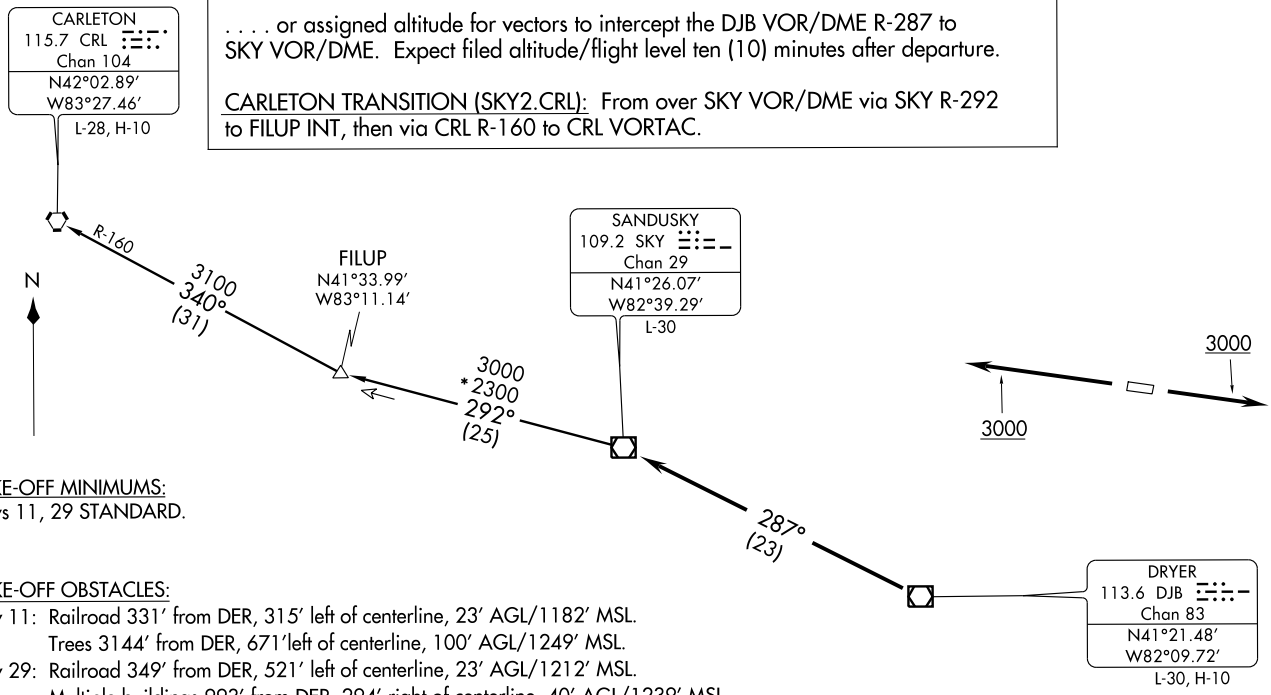
CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwys 11, 29 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 11: Railroad 331′ from DER, 315′ left of centerline, 23′ AGL/1182′ MSL.
Trees 3144′ from DER, 671′left of centerline, 100′ AGL/1249′ MSL.
Rwy 29: Railroad 349′ from DER, 521′ left of centerline, 23′ AGL/1212′ MSL.
Multiple buildings 993′ from DER, 294′ right of centerline, 40′ AGL/1239′ MSL.
Trees 1875′ from DER, 791′ right of centerline, 100′ AGL/1319′ MSL.
Tank 2251′ from DER, 578′ right of centerline, 125′ AGL/1315′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
MIDDLEFIELD / GEAUGA COUNTY (7G8)
MIDDLEFIELD, OHIO

SL-6254 (FAA)

VOR/DME CXR	APP CRS	Rwy Idg	N/A
112.7	137°	TDZE	N/A
Chan 74		Apt Elev	1175

VOR or GPS-A

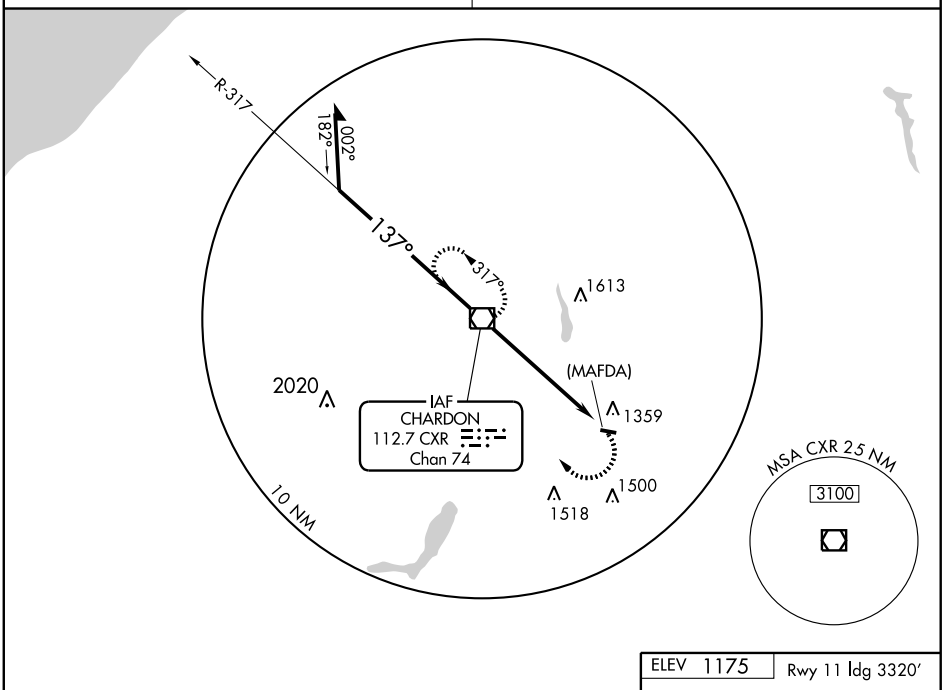
MIDDLEFIELD/ GEAUGA COUNTY (7G8)

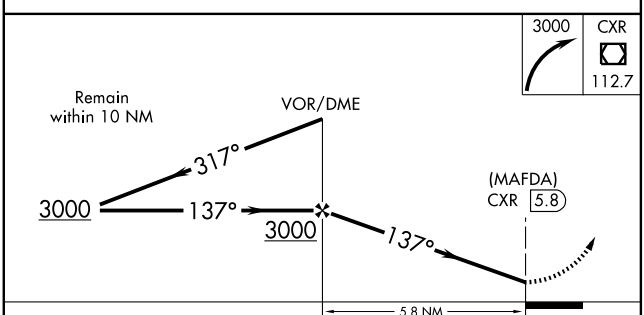
Use Youngstown-Warren Rgnl altimeter setting.
NA

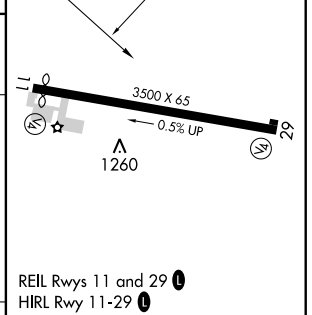
MISSED APPROACH: Climbing right turn to 3000 direct CXR VOR/DME and hold.

CLEVELAND APP CON
125.35 354.025

UNICOM
123.0 (CTAF) L







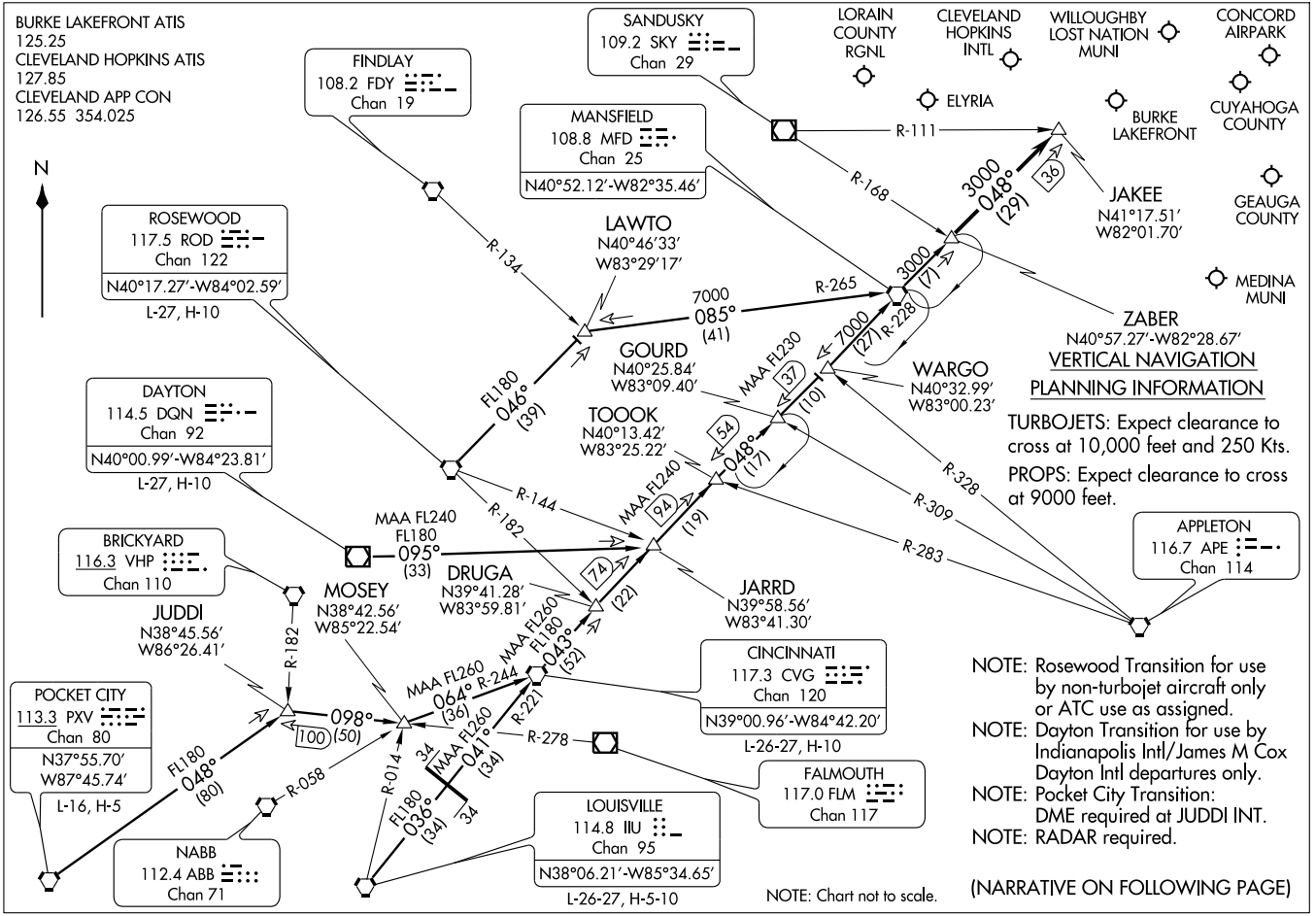
CATEGORY	A	B	C	D
CIRCLING	1800-1	627 (700-1)	1800-1¾	NA
			627 (700-1¾)	

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

MIDDLEFIELD

GEAUGA CO (7G8) 1 SE UTC−5(−4DT) N41°26.98′ W81°03.78′ DETROIT

1174 B **FUEL** 100LL TPA—2199(1025) NOTAM FILE CLE L–30G

RWY 11–29: H3500X65 (ASPH) S–18.5 HIRL 0.5% up W. IAP

RWY 11: REIL. TRCV (TRIR). Thld dsplcd 180′. Tank. **RWY 29:** REIL. TRCV (TRIL). Trees.

AIRPORT REMARKS: Unattended. Use care when taxiing on ramp, loose gravel and rough areas. ACTIVATE HIRL Rwy 11–29 and REIL Rwy 11 and Rwy 29—CTAF. Rwy 11 and Rwy 29 TRCV OTS indef. Ultralight ops conduct a close–in 500′ AGL rgt hand pattern during dalgt hrs. Parallel twy clsd permanently, E of T–hangars.

COMMUNICATIONS: CTAF/UNICOM 123.0

CHARDON RCO 122.1R 112.7T (CLEVELAND RADIO)

Ⓡ **CLEVELAND APP/DEP CON** 125.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 137° 6.1 NM to fld. 1310/5W.

COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.

MIDDLETOWN RGNL/HOOK FLD (MWO) 2 N UTC−5(−4DT) N39°31.91′ W84°23.79′ CINCINNATI

650 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE DAY H–10G, L–27E

RWY 05–23: H6100X100 (ASPH) S–66, D–78, 2S–99, 2D–140 MIRL IAP

RWY 05: REIL. PAPI(P4L). Trees.

RWY 23: REIL. PAPI(P4L). Thld dsplcd 299′. Tree. Rgt tfc.

RWY 08–26: 3040X297 (TURF)

RWY 08: Thld dsplcd 951′. Trees. **RWY 26:** Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2300Z‡. CAUTION: Ultralights enter/exit pattern at Rwy 08 to N lower than regular tfc pattern. Ultralights do not fly S of Rwy 26. Rwy 08–26 marked with white and black cones. ACTIVATE MIRL Rwy 05–23—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.025 (513) 422–3505.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **DAYTON APP CON** 126.5 (091°–180°) 118.85 127.225 Ⓡ **DAYTON DEP CON** 126.5 (091°–180°)

DAYTON CLNC DEL 119.4 (937) 454–7282

RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.

RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 126° 24.5 NM to fld. 1135/3W.

HOOK FLD NDB (MHW) 239 HKF N39°29.93′ W84°26.85′ 054° 3.1 NM to fld. NOTAM FILE DAY. NDB OTS indef.

ONIDA NDB (LOM) 223 MW N39°34.70′ W84°19.41′ 235°4.4 NM to fld. Unmonitored.

ILS 111.1 I–MWO Rwy 23 LOM ONIDA NDB. LOC only.

MIDWEST N39°25.78′ W83°48.07′ NOTAM FILE ILN. CINCINNATI

(T) VORW/DME 112.9 MXQ Chan 76 at Airborne Airpark. 1050/4W. H–10G, L–27E

Unmonitored when twr clsd.

VOR unusable 051°–224°, 170°–275°.

MILLER (See ALLIANCE)

MILLER FARM LANDING STRIP (See BALTIMORE)

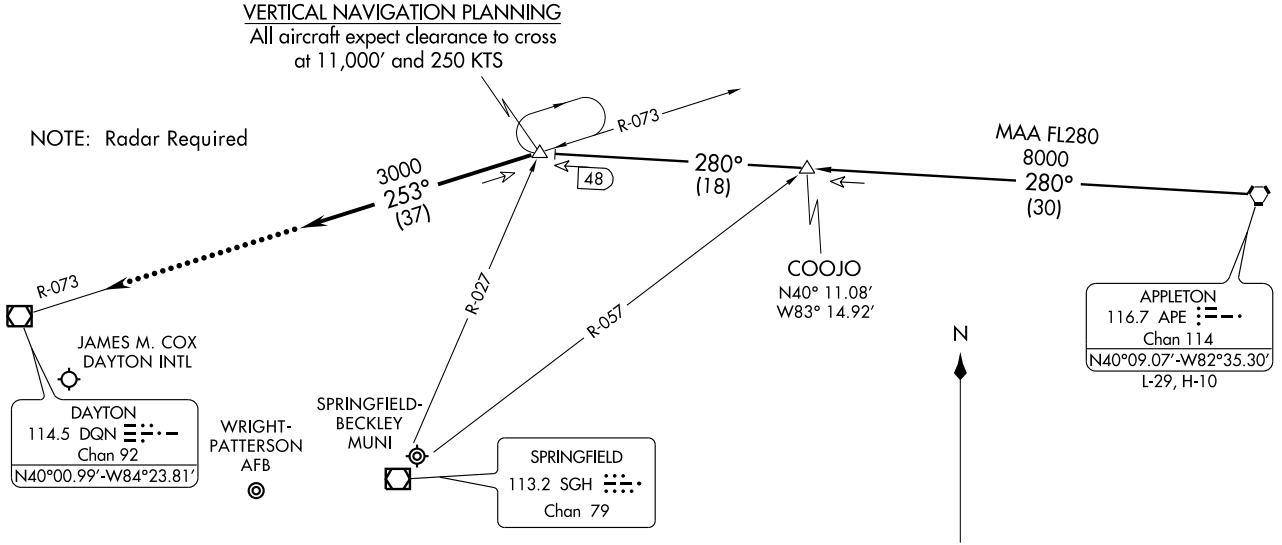
DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

DAYTON APP CON
134.45 352.05 (181-359)
JAMES M COX ATIS 125.8

DANEI
N40°12.16'-W83°38.36'

VERTICAL NAVIGATION PLANNING
All aircraft expect clearance to cross at 11,000' and 250 KTS

NOTE: Radar Required



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

ST-107 (FAA)

DAYTON, OHIO

DAYTON, OHIO

LOC RWY 23

MIDDLETOWN RGNL/ HOOK FIELD (MWO)

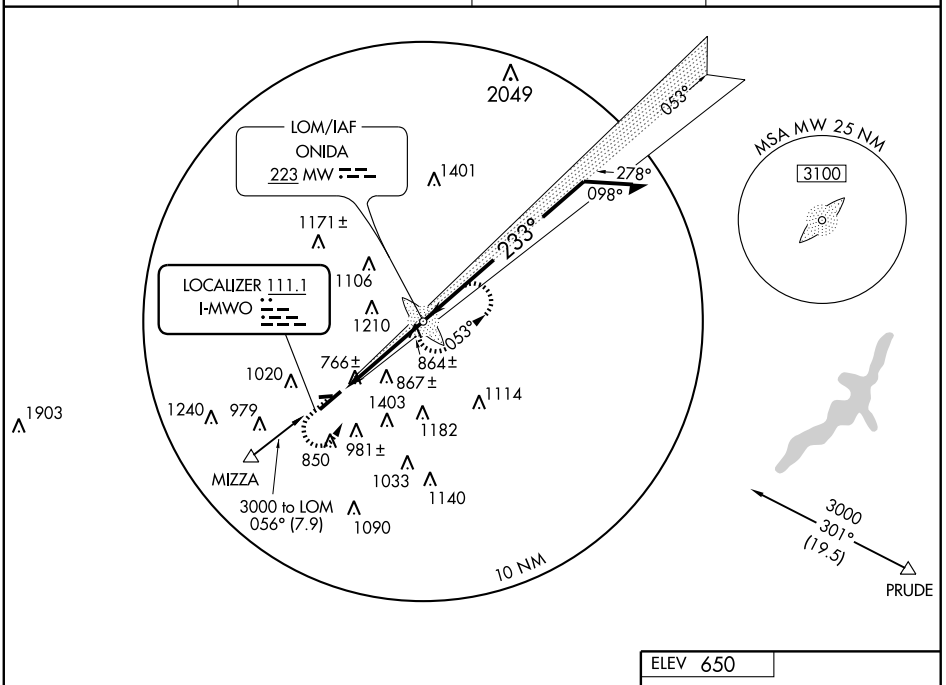
LOC I-MWO	APP CRS	Rwy Idg	5801
111.1	233°	TDZE	650
		Apt Elev	650

Use Dayton Intl altimeter setting.

NA

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 direct MW LOM and hold.

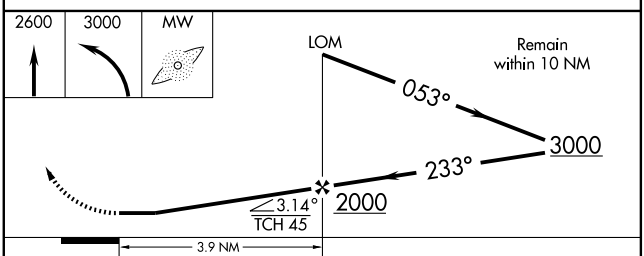
AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
120.025	118.85 127.225 327.1	119.4	123.0 (CTAF) L

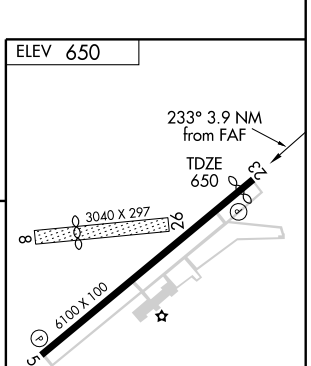


EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ADF REQUIRED





CATEGORY	A	B	C	D
S-23	1140-1 490 (500-1)		1140-1¼ 490 (500-1¼)	1140-1½ 490 (500-1½)
CIRCLING	1480-1 830 (900-1)	1480-1¼ 830 (900-1¼)	1480-2½ 830 (900-2½)	1940-3 1290 (1300-3)

855

MIRL Rwy 5-23

REIL Rwys 5 and 23 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NDB HKF 239	APP CRS 056°	Rwy Idg N/A TDZE N/A Apt Elev 651

NDB or GPS-A

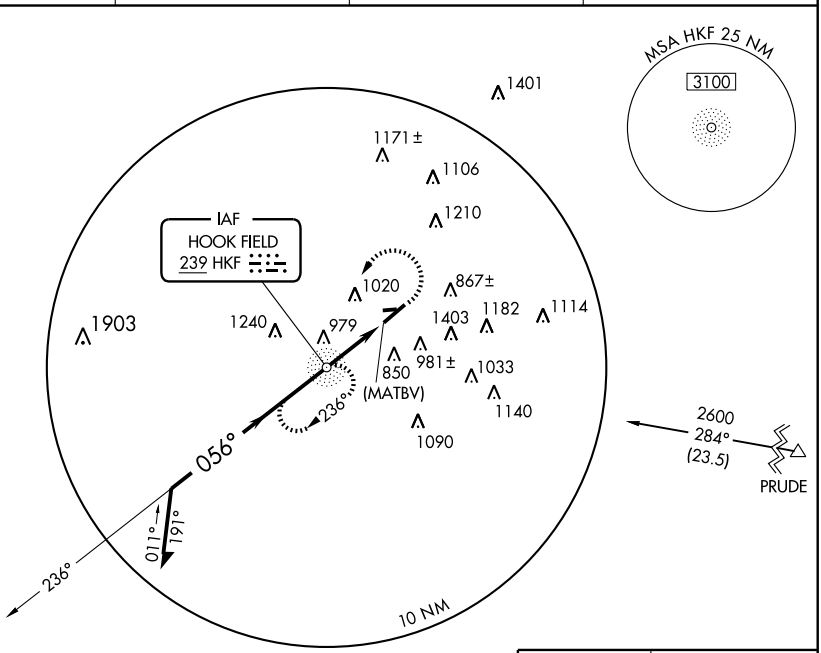
MIDDLETOWN RGNL/ HOOK FIELD (MWO)

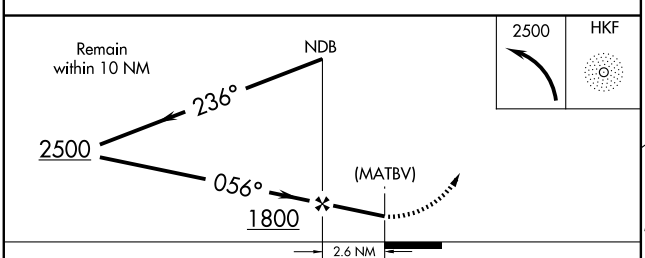
Use Dayton Intl altimeter setting.

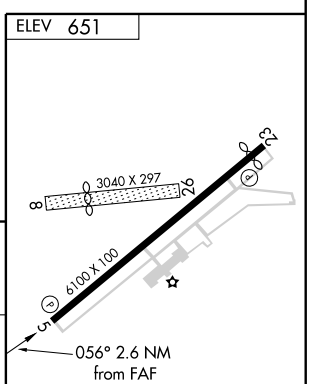
NA

MISSED APPROACH: Climbing left turn to 2500 direct HKF NDB and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
120.025	118.85 127.225 327.1	119.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1480-1 830 (900-1)	1480-1¼ 830 (900-1¼)	1480-2½ 830 (900-2½)	1940-3 1290 (1300-3)

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NDB or GPS RWY 23

MIDDLETOWN RGNL/ HOOK FIELD (MWO)

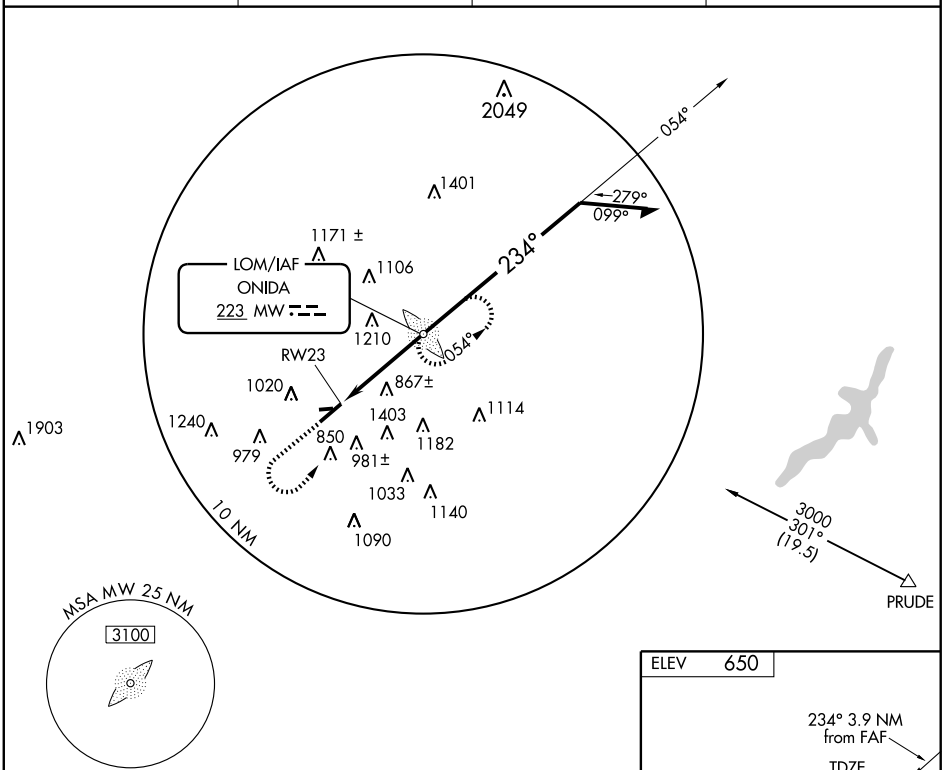
LOM MW	APP CRS	Rwy Idg	5801
223	234°	TDZE	650
		Apt Elev	650

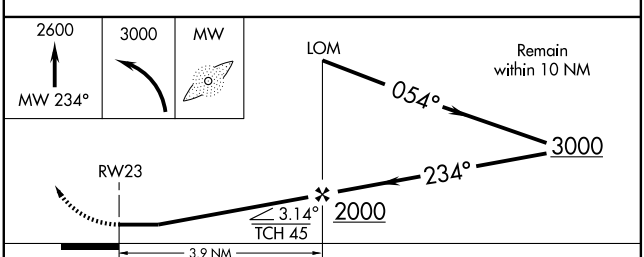
Use Dayton Intl altimeter setting.

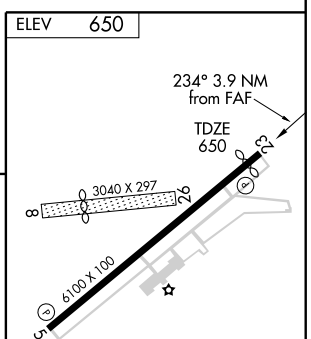
NA

MISSED APPROACH: Climb to 2600 via 234° bearing from MW LOM, then climbing left turn to 3000 direct MW LOM and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
120.025	118.85 127.225 327.1	119.4	123.0 (CTAF) L







855

MIRL Rwy 5-23

REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-23	1460-1 810 (900-1)	1460-1¼ 810 (900-1¼)	1460-2¼ 810 (900-2¼)	1460-2½ 810 (900-2½)
CIRCLING	1480-1 830 (900-1)	1480-1¼ 830 (900-1¼)	1480-2½ 830 (900-2½)	1940-3 1290 (1300-3)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MILLERSBURG

HOLMES CO (1Ø G) 2 SW UTC−5(−4DT) N40°32.23′ W81°57.26′ **DETROIT**

1218 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CLE **L–29B**

RWY 09–27: H3498X65 (ASPH) S–14, D–25 MIRL 1.0% up W. **IAP**

RWY 09: REIL. Pole. **RWY 27:** REIL. VASI(V2L).

AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat 1400–2300Z‡, Sun 1730–2200Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—123.4.

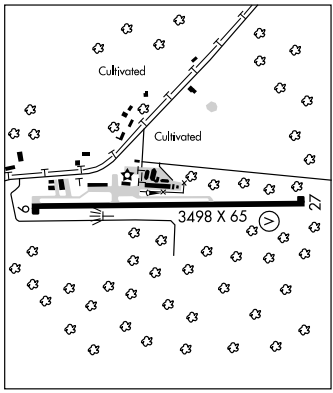
WEATHER DATA SOURCES: AWOS–3 128.325 (330) 674–6279.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 062° 9.2 NM to fld. 1340/3W.



MILLS (See MANTUA)

MONROE CO (See WOODSFIELD)

MORAINE AIR PARK (See DAYTON)

MORGAN CO (See McCONNELSVILLE)

MORROW CO (See MOUNT GILEAD)

MOUNT GILEAD

MORROW CO (4I9) 2 SW UTC−5(−4DT) N40°31.47′ W82°51.00′ **DETROIT**

1085 B S4 NOTAM FILE CLE **L–29A**

RWY 10–28: H3497X65 (ASPH) S–3 MIRL 0.3% up E **IAP**

RWY 10: Trees. **RWY 28:** SAVASI(S2L)—GA 4.0° TCH 26′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. VFR ops only. Rwy 28 SAVASI OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 213° 23.8 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.81′ 124° 11.2 NM to fld. NOTAM FILE MNN.

MOUNT VERNON

KNOX CO (4I3) 4 SW UTC−5(−4DT) N40°19.74′ W82°31.57′ **DETROIT**

1191 B S4 **FUEL** 80, 100LL, JET A1+ TPA—1999(808) NOTAM FILE CLE **H–10G, L–29A**

RWY 10–28: H5500X100 (ASPH) S–55, D–100 MIRL **IAP**

RWY 10: REIL. PAPI(P4L). Tree. **RWY 28:** REIL. PAPI(P4L).

AIRPORT REMARKS: Attended Nov–Mar Mon–Fri 1200–2300Z‡, Apr–Oct Mon–Fri 1200–0000Z‡, Sat 1400–2200Z‡, Sun 1500–2200Z‡. For attendance other times call 24 hrs in advance 740–694–4687. Deer on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF. Rwy 10 and Rwy 28 PAPI's opr continuously.

WEATHER DATA SOURCES: AWOS–3 126.05 (740) 397–6297.

COMMUNICATIONS: CTAF/UNICOM 123.05

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 250° 19.9 NM to fld. 1340/3W.

APP CRS	Rwy Idg	3498
273°	TDZE	1216
	Apt Elev	1218

GPS RWY 27

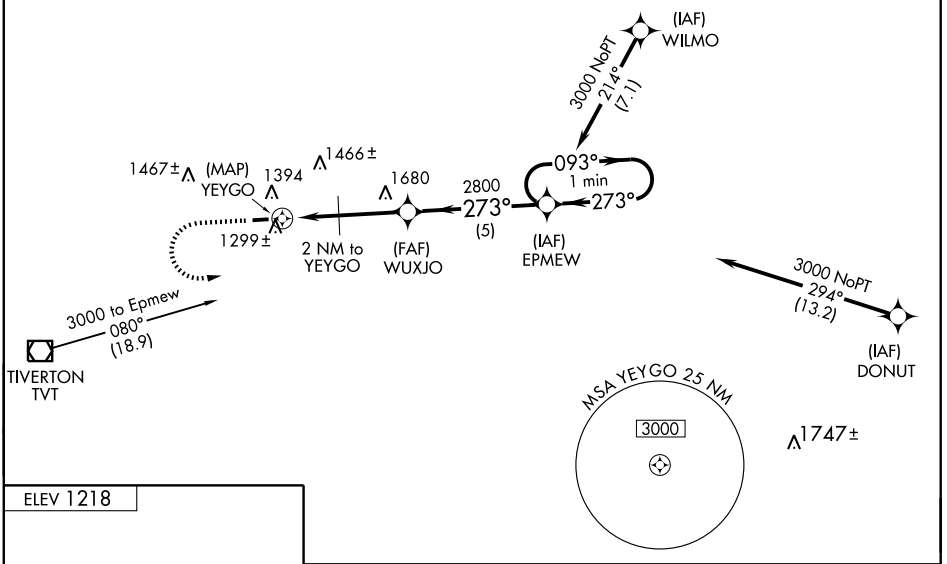
MILLERSBURG/HOLMES COUNTY (1ØG)

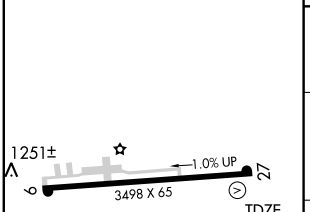
Obtain local altimeter setting on CTAF; when not received, use Akron-Canton Rgnl altimeter setting.

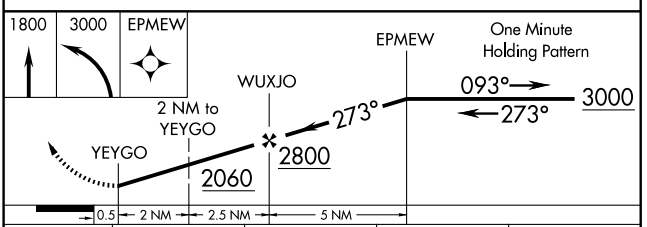
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EPMEW WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM	123.4 L
128.325	124.45 370.9	123.0 (CTAF)	







CATEGORY	A	B	C	D
S-27	1600-1 384 (400-1)			1600-1¼ 384 (400-1¼)
CIRCLING	1760-1 542 (600-1)		1760-1½ 542 (600-1½)	1780-2 562 (600-2)
AKRON-CANTON RGNL ALTIMETER SETTING MINIMUMS				
S-27	1680-1 464 (500-1)		1680-1¼ 464 (500-1¼)	1680-1½ 464 (500-1½)
CIRCLING	1820-1 602 (700-1)		1820-1¾ 602 (700-1¾)	1820-2 602 (700-2)

MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TVT 116.5 Chan112	APP CRS 062°	Rwy Idg N/A TDZE N/A Apt Elev 1218

VOR or GPS-A

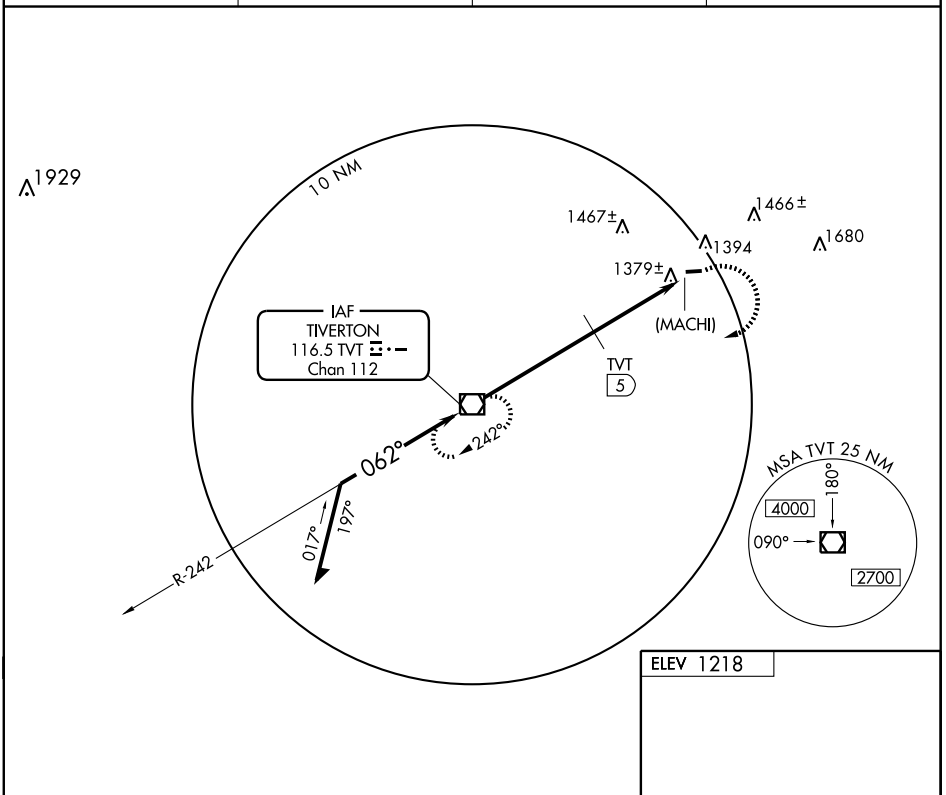
MILLERSBURG/ HOLMES COUNTY (1ØG)

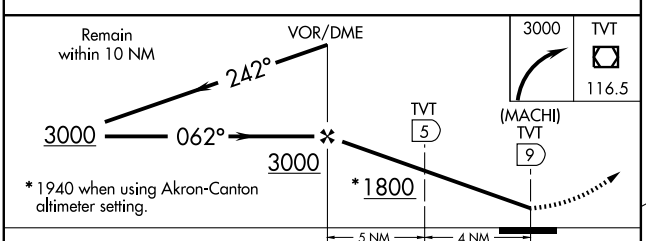
Obtain local altimeter setting on CTAF; when not available, use Akron-Canton altimeter setting and increase all MDAs 140 feet and all visibilities ½ mile.

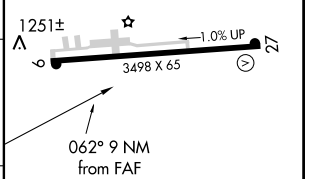
NA

MISSED APPROACH: Climbing right turn to 3000 direct TVT VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM	
128.325	124.45 370.9	123.0 (CTAF)	123.4 L







CATEGORY	A	B	C	D
CIRCLING	1800-1 582 (600-1)		1800-1½ 582 (600-1½)	1800-2 582 (600-2)
DME MINIMUMS				
CIRCLING	1760-1 542 (600-1)		1760-1½ 542 (600-1½)	1780-2 562 (600-2)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 9 NM					
Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MILLERSBURG

HOLMES CO (1Ø G) 2 SW UTC−5(−4DT) N40°32.23′ W81°57.26′ **DETROIT**

1218 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CLE **L–29B**

RWY 09–27: H3498X65 (ASPH) S–14, D–25 MIRL 1.0% up W. **IAP**

RWY 09: REIL. Pole. **RWY 27:** REIL. VASI(V2L).

AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat 1400–2300Z‡, Sun 1730–2200Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—123.4.

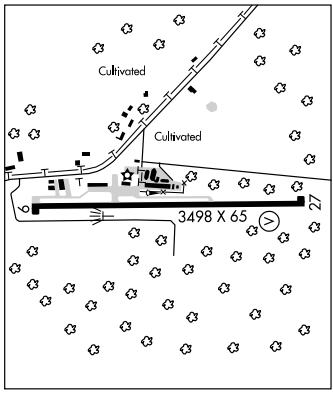
WEATHER DATA SOURCES: AWOS–3 128.325 (330) 674–6279.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 062° 9.2 NM to fld. 1340/3W.



MILLS (See MANTUA)

MONROE CO (See WOODSFIELD)

MORAINE AIR PARK (See DAYTON)

MORGAN CO (See McCONNELSVILLE)

MORROW CO (See MOUNT GILEAD)

MOUNT GILEAD

MORROW CO (4I9) 2 SW UTC−5(−4DT) N40°31.47′ W82°51.00′ **DETROIT**

1085 B S4 NOTAM FILE CLE **L–29A**

RWY 10–28: H3497X65 (ASPH) S–3 MIRL 0.3% up E **IAP**

RWY 10: Trees. **RWY 28:** SAVASI(S2L)—GA 4.0° TCH 26′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. VFR ops only. Rwy 28 SAVASI OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 213° 23.8 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.81′ 124° 11.2 NM to fld. NOTAM FILE MNN.

MOUNT VERNON

KNOX CO (4I3) 4 SW UTC−5(−4DT) N40°19.74′ W82°31.57′ **DETROIT**

1191 B S4 **FUEL** 80, 100LL, JET A1+ TPA—1999(808) NOTAM FILE CLE **H–10G, L–29A**

RWY 10–28: H5500X100 (ASPH) S–55, D–100 MIRL **IAP**

RWY 10: REIL. PAPI(P4L). Tree. **RWY 28:** REIL. PAPI(P4L).

AIRPORT REMARKS: Attended Nov–Mar Mon–Fri 1200–2300Z‡, Apr–Oct Mon–Fri 1200–0000Z‡, Sat 1400–2200Z‡, Sun 1500–2200Z‡. For attendance other times call 24 hrs in advance 740–694–4687. Deer on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF. Rwy 10 and Rwy 28 PAPI's opr continuously.

WEATHER DATA SOURCES: AWOS–3 126.05 (740) 397–6297.

COMMUNICATIONS: CTAF/UNICOM 123.05

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 250° 19.9 NM to fld. 1340/3W.

VOR BUD 109.8	APP CRS 304°	Rwy Idg N/A TDZE N/A Apt Elev 1085

VOR or GPS-A

MOUNT GILEAD/MORROW COUNTY (4I9)

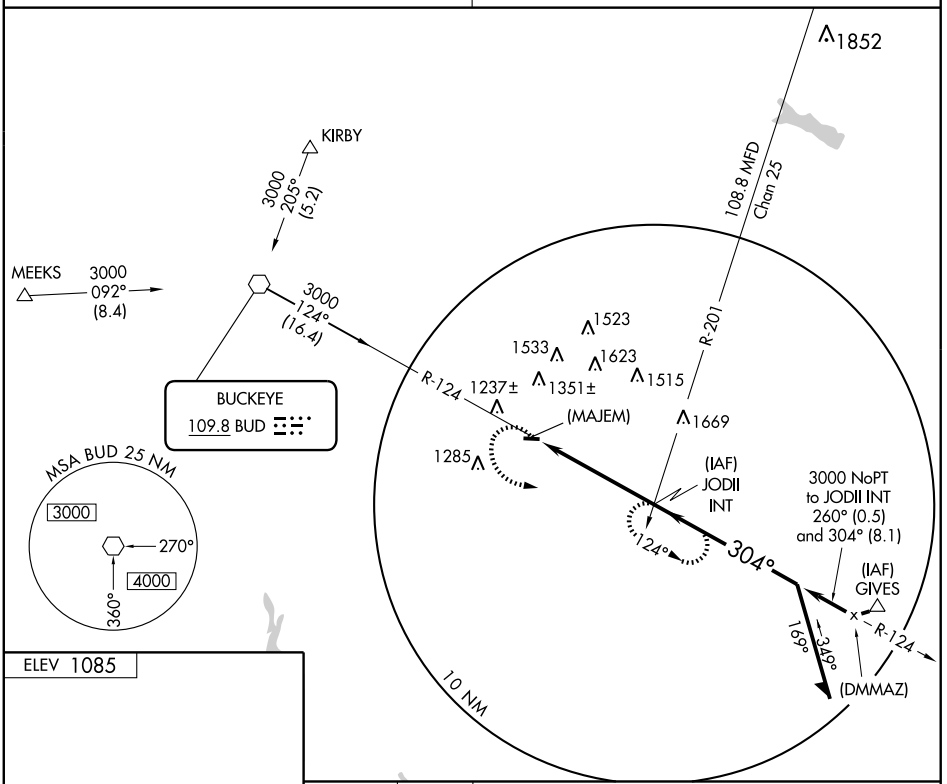
Use Mansfield altimeter setting; when not avalable, use Columbus altimeter setting.

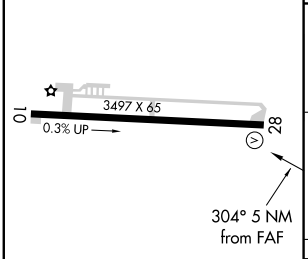
NA

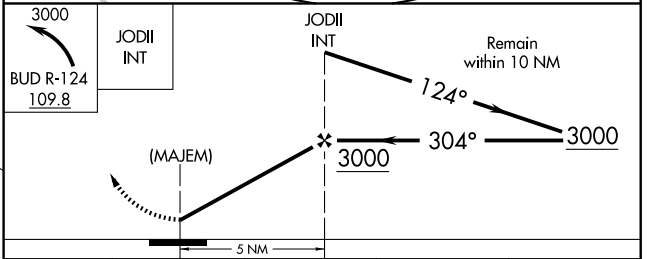
MISSED APPROACH: Climbing left turn to 3000 via BUD R-124 to JODII Int and hold.

MANSFIELD APP CON * 124.2 390.8

UNICOM 122.8 (CTAF) L







MIRL Rwy 10-28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1700-1 615 (700-1)	1720-1 635 (700-1)	1720-1¾ 635 (700-1¾)	NA
COLUMBUS ALTIMETER SETTING MINIMUMS				
CIRCLING	1740-1 655 (700-1)	1760-1 675 (700-1)	1760-2 675 (700-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

MILLERSBURG

HOLMES CO (1Ø G) 2 SW UTC−5(−4DT) N40°32.23′ W81°57.26′ **DETROIT**

1218 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CLE **L–29B**

RWY 09–27: H3498X65 (ASPH) S–14, D–25 MIRL 1.0% up W. **IAP**

RWY 09: REIL. Pole. **RWY 27:** REIL. VASI(V2L).

AIRPORT REMARKS: Attended Mon–Fri 1300–0000Z‡, Sat 1400–2300Z‡, Sun 1730–2200Z‡. Deer on and invof arpt. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—123.4.

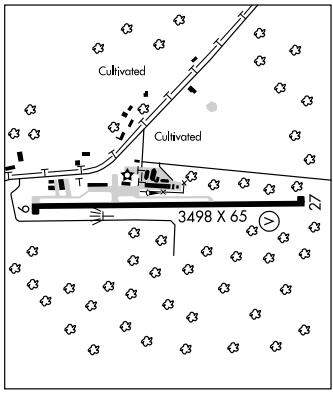
WEATHER DATA SOURCES: AWOS–3 128.325 (330) 674–6279.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 062° 9.2 NM to fld. 1340/3W.



MILLS (See MANTUA)

MONROE CO (See WOODSFIELD)

MORAINE AIR PARK (See DAYTON)

MORGAN CO (See McCONNELSVILLE)

MORROW CO (See MOUNT GILEAD)

MOUNT GILEAD

MORROW CO (4I9) 2 SW UTC−5(−4DT) N40°31.47′ W82°51.00′ **DETROIT**

1085 B S4 NOTAM FILE CLE **L–29A**

RWY 10–28: H3497X65 (ASPH) S–3 MIRL 0.3% up E **IAP**

RWY 10: Trees. **RWY 28:** SAVASI(S2L)—GA 4.0° TCH 26′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. VFR ops only. Rwy 28 SAVASI OTS indef. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 213° 23.8 NM to fld. 1210/3W.

BUCKEYE (T) VORW 109.8 BUD N40°37.00′ W83°03.81′ 124° 11.2 NM to fld. NOTAM FILE MNN.

MOUNT VERNON

KNOX CO (4I3) 4 SW UTC−5(−4DT) N40°19.74′ W82°31.57′ **DETROIT**

1191 B S4 **FUEL** 80, 100LL, JET A1+ TPA—1999(808) NOTAM FILE CLE **H–10G, L–29A**

RWY 10–28: H5500X100 (ASPH) S–55, D–100 MIRL **IAP**

RWY 10: REIL. PAPI(P4L). Tree. **RWY 28:** REIL. PAPI(P4L).

AIRPORT REMARKS: Attended Nov–Mar Mon–Fri 1200–2300Z‡, Apr–Oct Mon–Fri 1200–0000Z‡, Sat 1400–2200Z‡, Sun 1500–2200Z‡. For attendance other times call 24 hrs in advance 740–694–4687. Deer on and invof arpt. ACTIVATE MIRL Rwy 10–28—CTAF. Rwy 10 and Rwy 28 PAPI's opr continuously.

WEATHER DATA SOURCES: AWOS–3 126.05 (740) 397–6297.

COMMUNICATIONS: CTAF/UNICOM 123.05

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

TIVERTON (L) VOR/DME 116.5 TVT Chan 112 N40°27.48′ W82°07.61′ 250° 19.9 NM to fld. 1340/3W.

APP CRS	Rwy Idg	5500
104°	TDZE	1188
	Apt Elev	1191

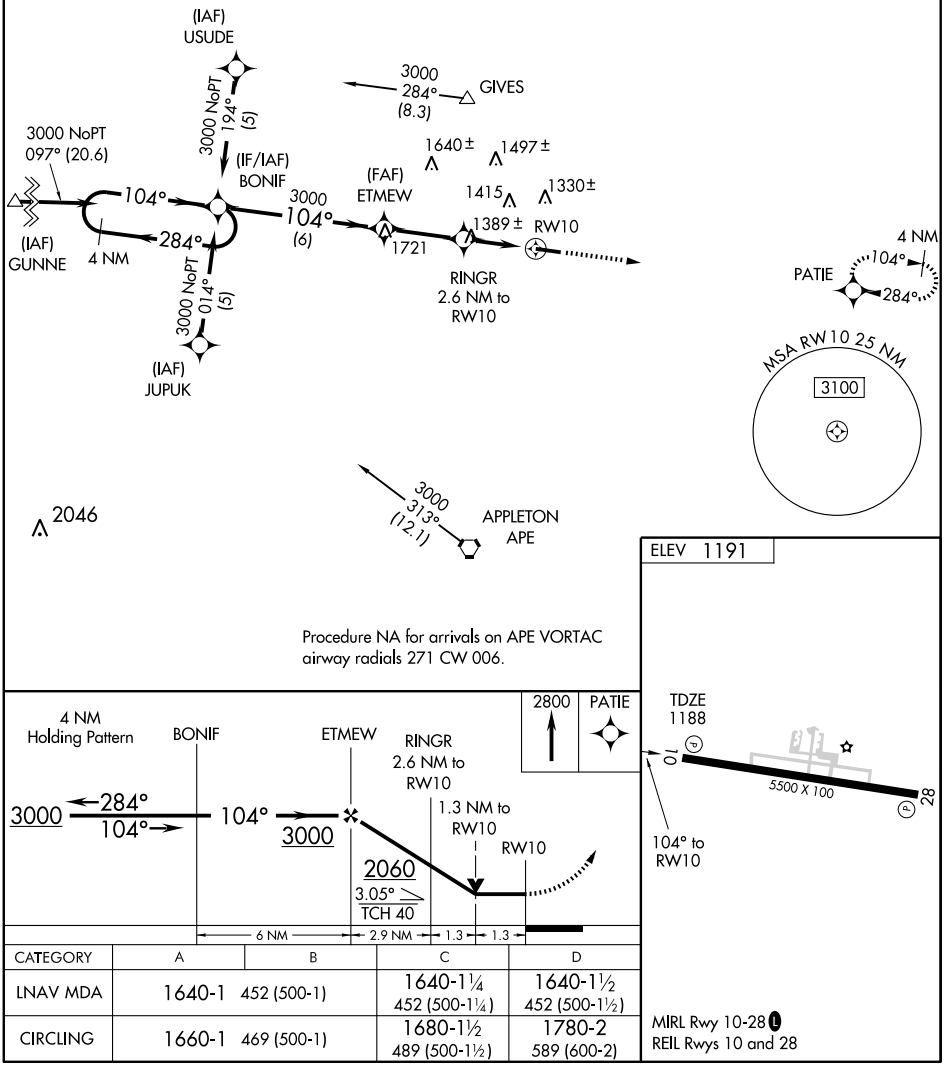
RNAV (GPS) RWY 10

MOUNT VERNON / KNOX COUNTY (4I3)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newark altimeter setting and increase all MDA 100 feet, LNAV Cat C and D and Circling Cat D visibility ¼ mile. VDP NA with Newark altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct PATIE and hold.

AWOS-3	COLUMBUS APP CON	CLNC DEL	UNICOM
126.05	120.2 317.775	119.45	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1640-1	452 (500-1)	1640-1¼ 452 (500-1¼)	1640-1½ 452 (500-1½)
CIRCLING	1660-1	469 (500-1)	1680-1½ 489 (500-1½)	1780-2 589 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28

MOUNT VERNON / KNOX COUNTY (4I3)

APP CRS	Rwy Idg	5500
284°	TDZE	1185
	Apt Elev	1191

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Newark altimeter setting and increase all MDA 100 feet, LNAV Cat C and D and Circling Cat D visibility ¼ mile.
VDP NA with Newark altimeter setting.

MISSED APPROACH: Climb to 3000 direct BONIF and hold.

AWOS-3	COLUMBUS APP CON	CLNC DEL	UNICOM
126.05	120.2 317.775	119.45	123.05 (CTAF) L

MISSED APCH FIX
BONIF
104°
284°
4 NM

Procedure NA for arrivals at TVT VOR/DME via V210 Eastbound.

TIVERTON TVT
3000
243°
(7.9)

(IAF)
ZULAS
2800 NoPT
194°
(5)

1640±
1497±
1415
1330±
1721
RW28
SLAPT
1.7 NM to RW28
(FAF)
WEBUB
2700
284°
(6)
104°
284°
4 NM
(IF/IAF)
PATIE

2800 NoPT
014°
(5)
(IAF)
TUCUG

Procedure NA for arrivals on APE VORTAC airway radials 055 CW 117.

2800 NoPT
303°
(14.5)
(IAF)
ROSCO

APPLETON
APE
3000
078°
(13.8)

MSA RW 28 25 NM
3100

ELEV 1191

10
1299± TDZE
1185
5500 X 100
28
284° to RW28

3000 BONIF

WEBUB
PATIE
4 NM Holding Pattern
SLAPT
1.7 NM to RW28
104°
284°
2800
RW28
1.1 NM to RW28
3.04°
TCH 40
284°
2700
1760
1.1 0.6 2.9 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	1560-1 375 (400-1)			1560-1¼ 375 (400-1¼)
CIRCLING	1660-1 469 (500-1)		1680-1½ 489 (500-1½)	1780-2 589 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC APE 116.7 Chan 114	APP CRS 022°	Rwy Idg N/A TDZE N/A Apt Elev 1192

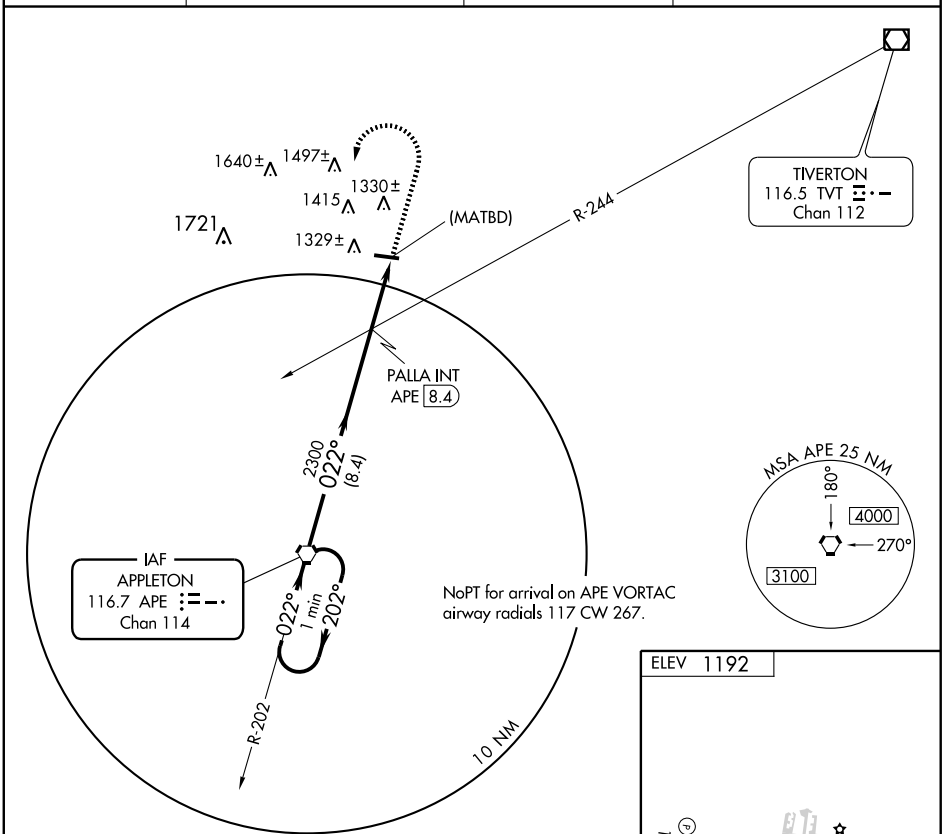
VOR or GPS-A

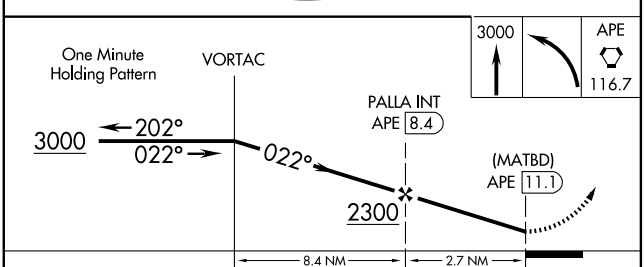
MOUNT VERNON / KNOX COUNTY (4I3)

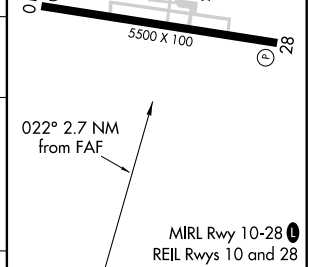
NA

MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.

AWOS-3	COLUMBUS APP CON	CLNC DEL	UNICOM
126.05	120.2 317.775	119.45	123.05 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1660-1	468 (500-1)	1660-1½ 468 (500-1½)	1760-2 568 (600-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WYNKOOP (6G4) 2 S UTC−5(−4DT) N40°21.90′ W82°29.74′ **DETROIT**

1041 B S2 **FUEL** 100LL NOTAM FILE CLE

RWY 06–24: 3355X90 (TURF) LIRL (NSTD)

RWY 06: Thld dsplcd 43′. Trees. **RWY 24:** Thld dsplcd 400′. Road.

RWY 09–27: 2600X65 (TURF–DIRT)

RWY 09: Brush. **RWY 27:** Road.

AIRPORT REMARKS: Attended Apr–Sep Mon–Sat 1300–2300Z‡, Oct–Mar Mon–Sat 1300–2100Z‡. Deer on and invof arpt. For rotating bcn call 740–392–9125. Rwy 06–24 NSTD LIRL; one green thld lgt each side of thld; dsplcd thlds not lgtd; 2617′ of rwy lgtd. NSTD LIRL ops dusk–dawn Apr–Oct. Rwy 06–24 edges and dsplcd thlds marked with white lgt fixtures with small white cones attached.

COMMUNICATIONS: CTAF 122.9

MOUNT VICTORY

ELLIOTTS LANDING (O74) 1 SE UTC−5(−4DT) N40°31.48′ W83°30.70′ **DETROIT**

1045 NOTAM FILE DAY

RWY 15–33: 2750X110 (TURF)

RWY 15: Trees. **RWY 33:** P–line.

AIRPORT REMARKS: Unattended. Rwy 15–33 marked with tires on each end.

COMMUNICATIONS: CTAF 122.9.

NAPOLEON

HENRY CO (7W5) 3 E UTC−5(−4DT) N41°22.46′ W84°04.11′ **DETROIT**

683 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE **L–28J**

RWY 10–28: H3956X65 (ASPH) MIRL **IAP**

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.

AIRPORT REMARKS: Attended Apr–Sep 1300Z‡–dusk, Oct–Mar, Mon–Sat 1300–2230Z‡. Rwy 28 REIL OTS indef. ACTIVATE MIRL Rwy 10–28; REIL Rwy 10 and Rwy 28; PAPI Rwy 10 and Rwy 28–CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **TOLEDO APP/DEP CON** 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 259° 19.9 NM to fld. 660/2W.

NEIL ARMSTRONG (See WAPAKONETA)

NEWARK N40°01.56′ W82°27.81′ NOTAM FILE DAY. **DETROIT**

NDB (MHW) 524 HEH at Newark–Heath. **L–29A**

NEWARK–HEATH (VTA) 3 SW UTC−5(−4DT) N40°01.48′ W82°27.71′ **DETROIT**

884 B S4 **FUEL** 100LL, JET A1+ OX 1, 2 TPA—1900(1016) NOTAM FILE VTA **L–29A**

RWY 09–27: H4649X75 (ASPH) S–30 LIRL 0.3% up W **IAP**

RWY 09: REIL. PAPI(P4L)—GA 3.25° TCH 27′. Thld dsplcd 455′. Road.

RWY 27: REIL. PAPI(P4R)—GA 3.25° TCH 20′. Fence.

AIRPORT REMARKS: Attended Apr–Oct 1230–0030Z‡, Nov–Mar 1230‡–dark. Fuel avbl 1230Z‡–dark. Deer occasionally on or near rwy. Rwy 09 and 27 REILS OTS indef. MIRL Rwy 09–27 and REIL Rwys 09 and 27 operates low intensity continuously to increase intensity—123.3.

WEATHER DATA SOURCES: ASOS 121.125 (740) 522–1066.

COMMUNICATIONS: CTAF/UNICOM 122.7

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 148° 9.6 NM to fld. 1350/6W. **HIWAS.**

NDB (MHW) 524 HEH N40°01.56′ W82°27.81′ at fld.

ILS 110.9 RXK Rwy 09. LOC only.

NEWCOMERSTOWN N40°13.75′ W81°28.59′ NOTAM FILE CLE. **DETROIT**

(L) VOR/DME 111.8 CTW Chan 55 017° 14.7 NM to Harry Clever Fld. 1180/7W. **HIWAS.** **H–10G, L–29B**

Unusable 015°–030°; 090°–100° byd 30 NM; 051°–066°; 011°–120° byd 30 NM blo 3300′.

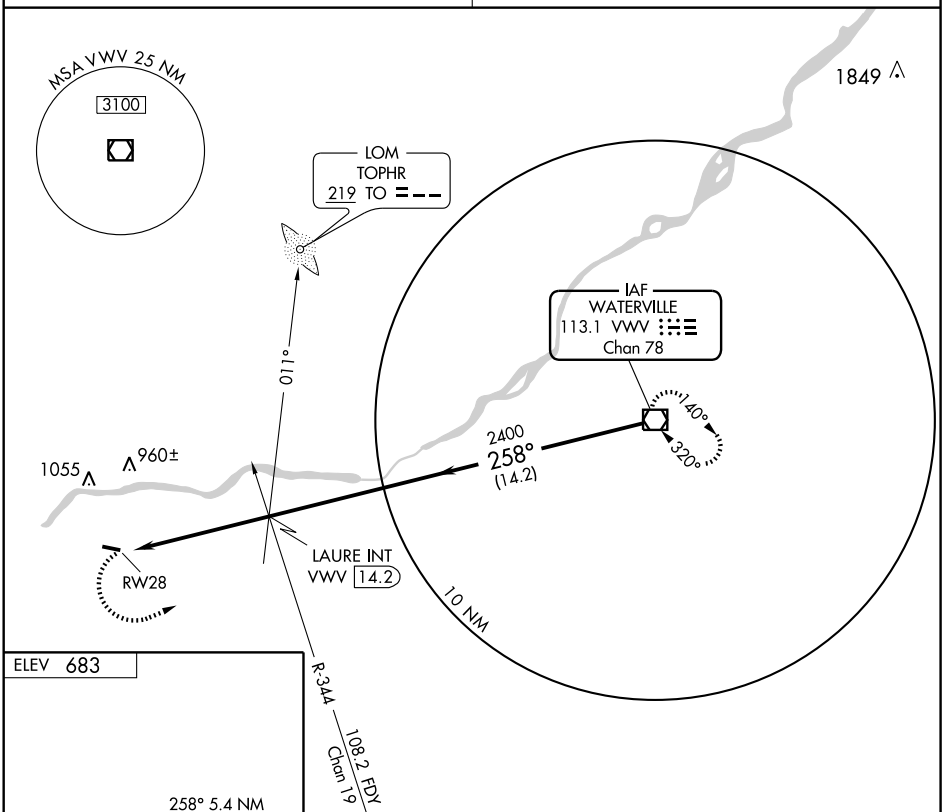
RCO 122.1R 111.8T (CLEVELAND RADIO)

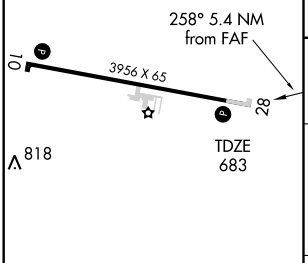
VOR/DME VWV 113.1 Chan 78	APP CRS 258°	Rwy Idg 3956 TDZE 683 Apt Elev 683

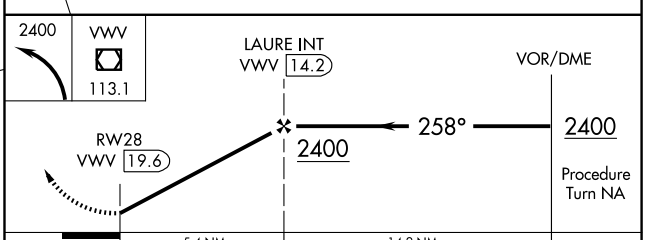
VOR or GPS RWY 28

NAPOLEON / HENRY COUNTY (7W5)

⚠ NA Use Toledo altimeter setting.	MISSED APPROACH: Climbing left turn to 2400 direct VWV VOR/DME and hold.
TOLEDO APP CON 134.35 307.0	UNICOM 123.0 (CTAF) L







REIL Rwy 10 and 28 L
MIRL Rwy 10-28 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-28	1140-1	457 (500-1)	1140-1¼ 457 (500-1¼)	1140-1½ 457 (500-1½)
CIRCLING	1240-1	557 (600-1)	1240-1½ 557 (600-1½)	1420-2¼ 737 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NEW LEXINGTON

PERRY CO (I86) 2 S UTC−5(−4DT) N39°41.50′ W82°11.87′ **CINCINNATI**
1051 B S2 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 08–26: H3498X75 (ASPH) MIRL 0.3% up SW **IAP**
RWY 08: Fence. **RWY 26:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2100Z‡. For fuel after hrs call 740–605–1966. For after hrs call ahead for svc 740–343–0933. Rwy 08–26 has 3″ to 4″ wide cracks at various locations. Rwy 26 REIL OTS indef. ACTIVATE MIRL 08–26 and REIL Rwy 26–122.8. Deer and turkey on and invof arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.
ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 229° 20.6 NM to fld. 900/6W.

NEW PHILADELPHIA

HARRY CLEVER FLD (PHD) 3 SE UTC−5(−4DT) N40°28.21′ W81°25.20′ **DETROIT**
894 B S4 **FUEL** 100LL, JET A+ NOTAM FILE PHD **L–29B**
RWY 14–32: H3951X100 (ASPH) S–52.5, D–67.5, 2S–86, 2D–140 MIRL **IAP**
RWY 14: REIL. PAPI(P4R)—GA 4.0° TCH 30′. Thld dsplcd 330′. Trees.
RWY 32: REIL. PAPI(P4L)—GA 4.0° TCH 54′. Road.
RWY 11–29: 1907X70 (TURF)
RWY 11: Trees. **RWY 29:** Trees.
AIRPORT REMARKS: Attended Apr–Sep 1300–0100Z‡, Oct–Mar 1300–2200Z‡. Two 919′ unlighted twrs 180′ NE of Rwy 14–32. ACTIVATE MIRL Rwy 14–32—123.3.
WEATHER DATA SOURCES: ASOS 121.425 (330) 339–1125.
COMMUNICATIONS: CTAF/UNICOM 122.8
BRIGGS RCO 122.1R 112.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 182° 16.2 NM to fld. 1230/4W.
NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 017° 14.7 NM to fld. 1180/7W. **HIWAS.**

NEWTON FALLS

BRACEVILLE (41N) 2 N UTC−5(−4DT) N41°12.67′ W80°58.16′ **DETROIT**
900 NOTAM FILE CLE **L–30G**
RWY 01–19: H3000X30 (ASPH)
RWY 01: Thld dsplcd 55′. Bldg. **RWY 19:** Trees.
AIRPORT REMARKS: Attended irregularly.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.48′ W81°12.09′ 63° 12.2 NM to fld. 1200/4W.

NOBLE CO (See CALDWELL)

NORTH BASS ISLAND (3X5) Ø NW UTC−5(−4DT) N41°43.08′ W82°49.27′ **DETROIT**
594 NOTAM FILE CLE
RWY 08–26: 1900X150 (TURF)
RWY 01–19: H1804X60 (ASPH)
RWY 01: Tree. **RWY 19:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 08–26 CLOSED indef. No touch and go landings and no student training. No ops dusk–dawn.
COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS	Rwy Idg	3498
259°	TDZE	1047
	Apt Elev	1051

RNAV (GPS) RWY 26

NEW LEXINGTON/ PERRY COUNTY (I86)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct JEGUN and via 215° track to LARIC and hold.

INDIANAPOLIS CENTER	UNICOM
124.45 370.9	122.8 (CTAF) L

Procedure NA for arrivals at ZZV VOR/DME via V38 northwest bound.

(IAF) ZANESVILLE ZZV

3000 NoPT 201° (11.7)

MSA RW26 25 NM 2700

4 NM 079° 259°

1560

(FAF) QANGI

2700 259° (6.5)

(IF/IAF) OBKAE

3000 NoPT 349° (5)

(IAF) FEHOP

RW26

1179±

JEGUN

1381±

215°

4 NM 169° 349°

LARIC

1599

3000 356° (18)

FARLN

ELEV 1051

259° to RW26

0.3 UP

3498 X 75

TDZE 1047

3000	JEGUN	215° tr	LARIC

4 NM Holding Pattern

OBKAE

QANGI

079° 259° 3000

RW26

3.04° TCH 40

2700

5 NM 6.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1620 - 1	573 (600-1)	1620 - 1½ 573 (600-1½)	NA
CIRCLING	1620 - 1	569 (600-1)	1620 - 1½ 569 (600-1½)	NA

REIL Rwy 26 L

MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ZZV	APP CRS	Rwy Idg	3498
111.4	229°	TDZE	1047
Chan 51		Apt Elev	1051

VOR/DME RWY 26

NEW LEXINGTON/ PERRY COUNTY (I86)

T A NA Visibility reduction by helicopters NA. Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 via ZZV VOR/DME R-229 to LARIC INT/ZZV 31 DME and hold.

INDIANAPOLIS CENTER 124.45 370.9

UNICOM 122.8 (CTAF) L

NoPT for arrival on ZZV VOR/DME airway radials 298 CW 147.

049° 1 min 229° R-049

IF/IAF ZANESVILLE 111.4 ZZV Chan 51

10 NM

2700 229° (14.9)

1560

1186

GOFAR ZZV 14.9

1381±

R-229

1599

MSA ZZV 25 NM 2700

MISSED APCH FIX

116.7 APE Chan 114

111.4 ZZV Chan 51

R-229

168°

348°

R-168

LARIC ZZV 31

ELEV 1051

229° 5.4 NM from FAF

0.3 UP

3498 X 75

TDZE 1047

3000 | ZZV R-229 111.4 | LARIC ZZV 31

One Minute Holding Pattern

VOR/DME

GOFAR ZZV 14.9

ZZV 20.3

049° 3000

229° 229°

2.82° TCH 40

2700

5.4 NM 14.9 NM

CATEGORY	A	B	C	D
S-26	1620-1 573 (600-1)	1620-1¼ 573 (600-1¼)	1620-1½ 573 (600-1½)	NA
CIRCLING	1620-1 569 (600-1)	1620-1¼ 569 (600-1¼)	1620-1½ 569 (600-1½)	NA

REIL Rwy 26 L

MIRL Rwy 8-26 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

NEW LEXINGTON

PERRY CO (I86) 2 S UTC−5(−4DT) N39°41.50′ W82°11.87′ **CINCINNATI**
1051 B S2 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 08–26: H3498X75 (ASPH) MIRL 0.3% up SW **IAP**
RWY 08: Fence. **RWY 26:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300–2100Z‡. For fuel after hrs call 740–605–1966. For after hrs call ahead for svc 740–343–0933. Rwy 08–26 has 3″ to 4″ wide cracks at various locations. Rwy 26 REIL OTS indef. ACTIVATE MIRL 08–26 and REIL Rwy 26–122.8. Deer and turkey on and invof arpt.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 124.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.
ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 229° 20.6 NM to fld. 900/6W.

NEW PHILADELPHIA

HARRY CLEVER FLD (PHD) 3 SE UTC−5(−4DT) N40°28.21′ W81°25.20′ **DETROIT**
894 B S4 **FUEL** 100LL, JET A+ NOTAM FILE PHD **L–29B**
RWY 14–32: H3951X100 (ASPH) S–52.5, D–67.5, 2S–86, 2D–140 MIRL **IAP**
RWY 14: REIL. PAPI(P4R)—GA 4.0° TCH 30′. Thld dsplcd 330′. Trees.
RWY 32: REIL. PAPI(P4L)—GA 4.0° TCH 54′. Road.
RWY 11–29: 1907X70 (TURF)
RWY 11: Trees. **RWY 29:** Trees.
AIRPORT REMARKS: Attended Apr–Sep 1300–0100Z‡, Oct–Mar 1300–2200Z‡. Two 919′ unlighted twrs 180′ NE of Rwy 14–32. ACTIVATE MIRL Rwy 14–32—123.3.
WEATHER DATA SOURCES: ASOS 121.425 (330) 339–1125.
COMMUNICATIONS: CTAF/UNICOM 122.8
BRIGGS RCO 122.1R 112.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡) Ⓡ**CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 182° 16.2 NM to fld. 1230/4W.
NEWCOMERSTOWN (L) VOR/DME 111.8 CTW Chan 55 N40°13.75′ W81°28.59′ 017° 14.7 NM to fld. 1180/7W. **HIWAS.**

NEWTON FALLS

BRACEVILLE (41N) 2 N UTC−5(−4DT) N41°12.67′ W80°58.16′ **DETROIT**
900 NOTAM FILE CLE **L–30G**
RWY 01–19: H3000X30 (ASPH)
RWY 01: Thld dsplcd 55′. Bldg. **RWY 19:** Trees.
AIRPORT REMARKS: Attended irregularly.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.48′ W81°12.09′ 63° 12.2 NM to fld. 1200/4W.

NOBLE CO (See CALDWELL)

NORTH BASS ISLAND (3X5) Ø NW UTC−5(−4DT) N41°43.08′ W82°49.27′ **DETROIT**
594 NOTAM FILE CLE
RWY 08–26: 1900X150 (TURF)
RWY 01–19: H1804X60 (ASPH)
RWY 01: Tree. **RWY 19:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 08–26 CLOSED indef. No touch and go landings and no student training. No ops dusk–dawn.
COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS	Rwy Idg	3621
147°	TDZE	894
	Apt Elev	894

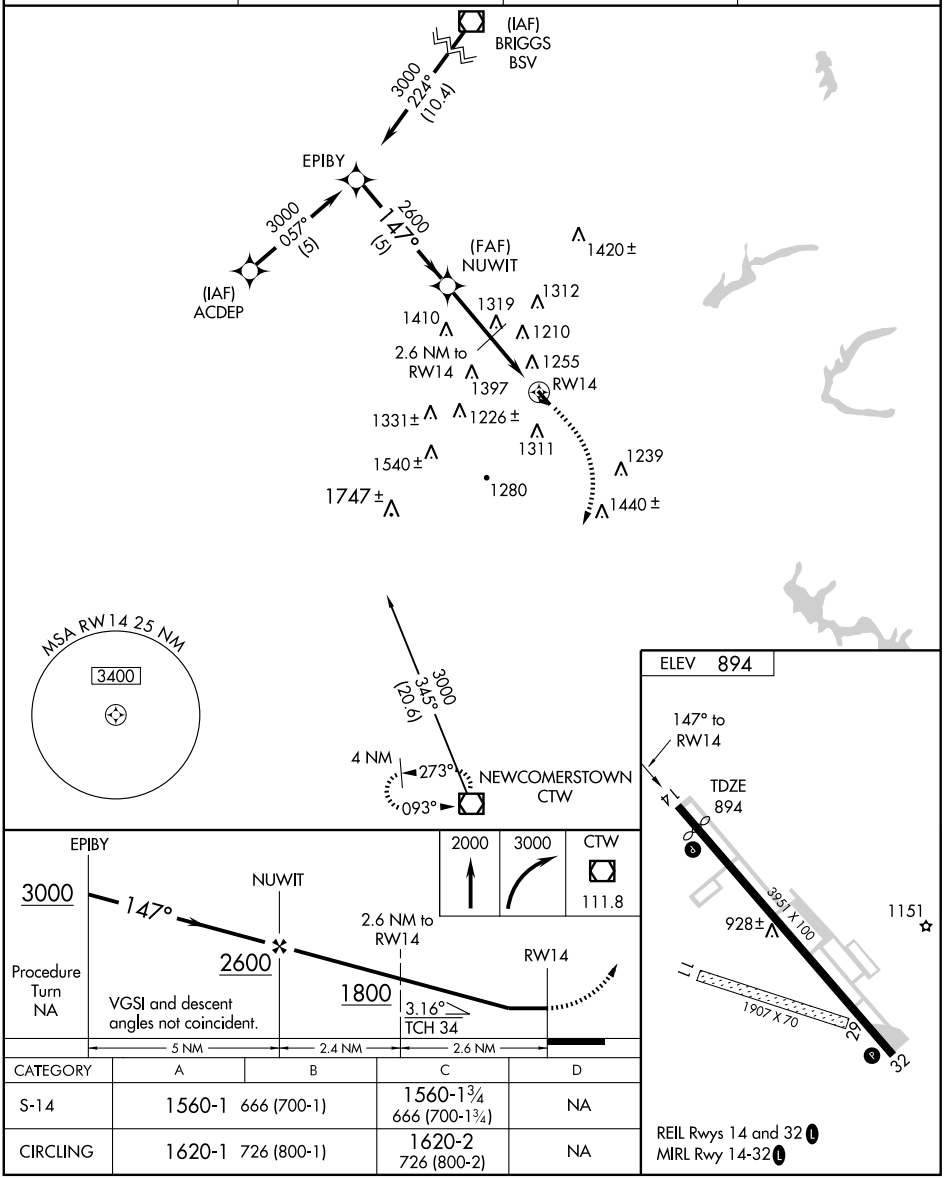
GPS RWY 14

NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct CTW VOR/DME and hold.

ASOS	AKRON-CANTON APP CON ★	UNICOM	
121.425	125.5 371.875	122.8 (CTAF)	123.3 L



CATEGORY	A	B	C	D
S-14	1560-1 666 (700-1)		1560-1¾ 666 (700-1¾)	NA
CIRCLING	1620-1 726 (800-1)		1620-2 726 (800-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BSV	APP CRS	Rwy Idg	N/A
112.4	182°	TDZE	N/A
Chan 71		Apt Elev	894

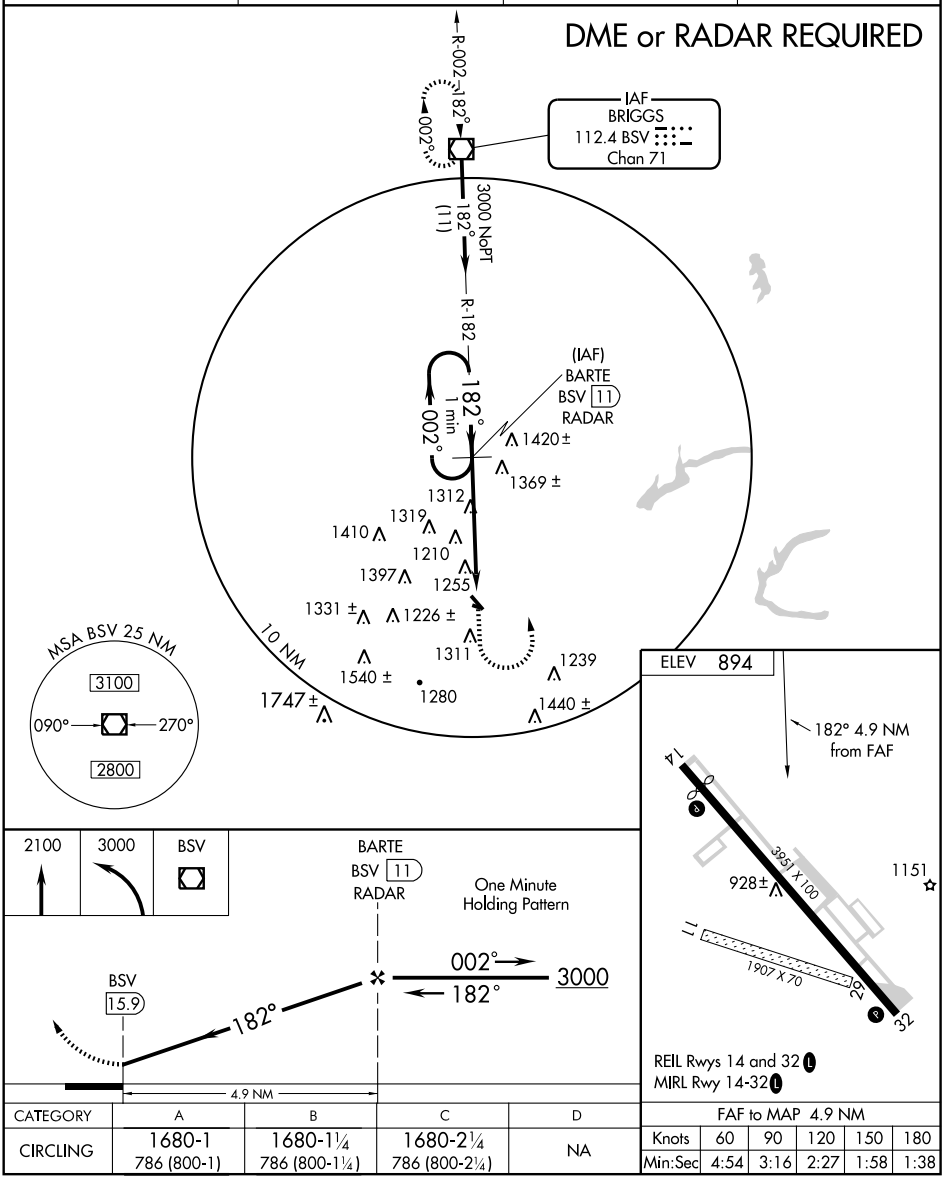
VOR-A

NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)

MISSED APPROACH: Climb to 2100, then climbing left turn to 3000 direct BSV VOR/DME and hold.

ASOS	AKRON-CANTON APP CON ★	UNICOM	
121.425	125.5 371.875	122.8 (CTAF)	123.3 L

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1680-1 786 (800-1)	1680-1¼ 786 (800-1¼)	1680-2¼ 786 (800-2¼)	NA

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CTW	APP CRS	Rwy Idg	N/A
111.8	017°	TDZE	N/A
Chan 55		Apt Elev	895

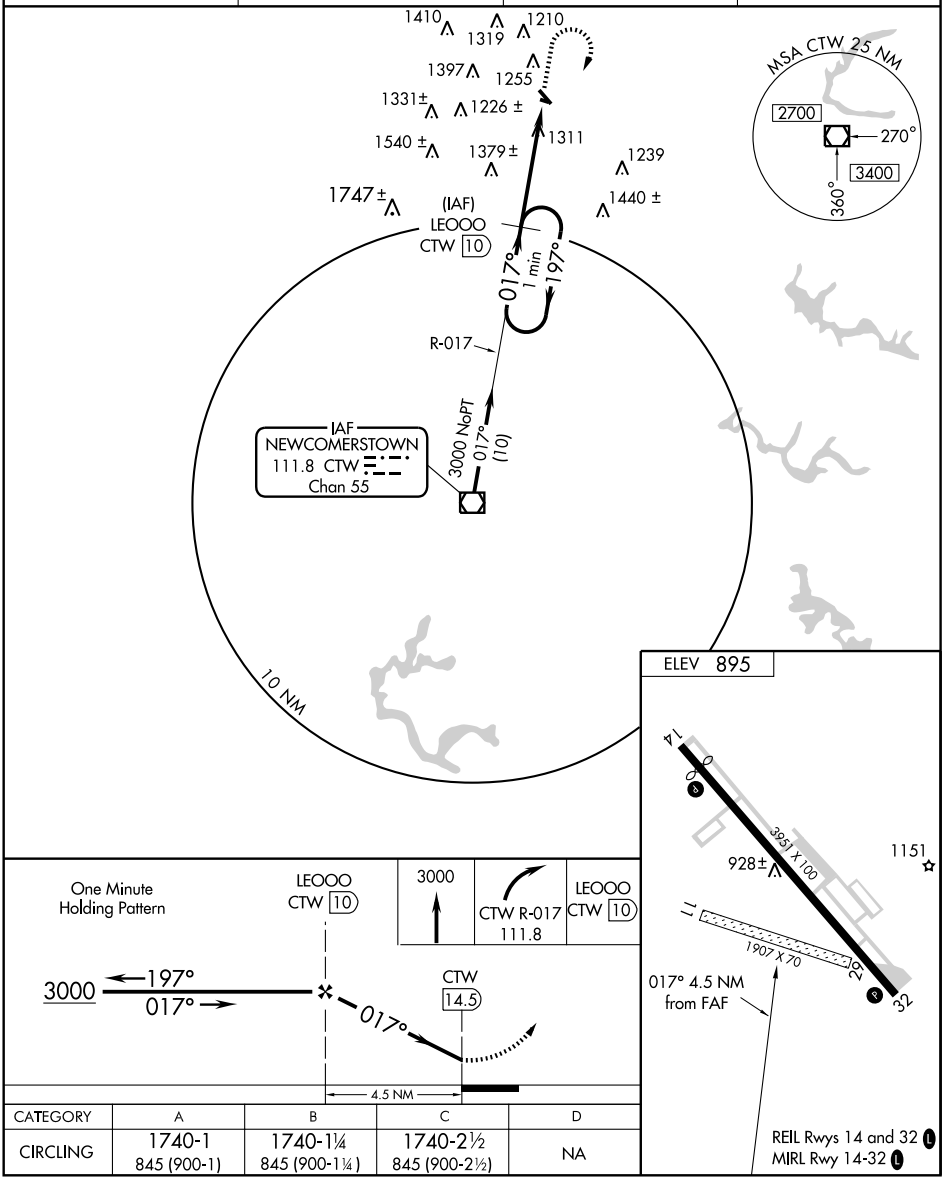
VOR/DME or GPS-B

NEW PHILADELPHIA/ HARRY CLEVER FIELD (PHD)

NA

MISSED APPROACH: Climb to 3000 then right turn via CTW R-017 to LEOOO 10 DME and hold.

ASOS	AKRON-CANTON APP CON ★	UNICOM	123.3 L
121.425	125.5 371.875	122.8 (CTAF)	



CATEGORY	A	B	C	D
CIRCLING	1740-1 845 (900-1)	1740-1¼ 845 (900-1¼)	1740-2½ 845 (900-2½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WYNKOOP (6G4) 2 S UTC−5(−4DT) N40°21.90′ W82°29.74′ **DETROIT**

1041 B S2 **FUEL** 100LL NOTAM FILE CLE

RWY 06–24: 3355X90 (TURF) LIRL (NSTD)

RWY 06: Thld dsplcd 43′. Trees. **RWY 24:** Thld dsplcd 400′. Road.

RWY 09–27: 2600X65 (TURF–DIRT)

RWY 09: Brush. **RWY 27:** Road.

AIRPORT REMARKS: Attended Apr–Sep Mon–Sat 1300–2300Z‡, Oct–Mar Mon–Sat 1300–2100Z‡. Deer on and invof arpt. For rotating bcn call 740–392–9125. Rwy 06–24 NSTD LIRL; one green thld lgt each side of thld; dsplcd thlds not lgtd; 2617′ of rwy lgtd. NSTD LIRL ops dusk–dawn Apr–Oct. Rwy 06–24 edges and dsplcd thlds marked with white lgt fixtures with small white cones attached.

COMMUNICATIONS: CTAF 122.9

MOUNT VICTORY

ELLIOTTS LANDING (O74) 1 SE UTC−5(−4DT) N40°31.48′ W83°30.70′ **DETROIT**

1045 NOTAM FILE DAY

RWY 15–33: 2750X110 (TURF)

RWY 15: Trees. **RWY 33:** P–line.

AIRPORT REMARKS: Unattended. Rwy 15–33 marked with tires on each end.

COMMUNICATIONS: CTAF 122.9.

NAPOLEON

HENRY CO (7W5) 3 E UTC−5(−4DT) N41°22.46′ W84°04.11′ **DETROIT**

683 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE **L–28J**

RWY 10–28: H3956X65 (ASPH) MIRL **IAP**

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.

AIRPORT REMARKS: Attended Apr–Sep 1300Z‡–dusk, Oct–Mar, Mon–Sat 1300–2230Z‡. Rwy 28 REIL OTS indef. ACTIVATE MIRL Rwy 10–28; REIL Rwy 10 and Rwy 28; PAPI Rwy 10 and Rwy 28–CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **TOLEDO APP/DEP CON** 134.35

RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.

WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 259° 19.9 NM to fld. 660/2W.

NEIL ARMSTRONG (See WAPAKONETA)

NEWARK N40°01.56′ W82°27.81′ NOTAM FILE DAY. **DETROIT**

NDB (MHW) 524 HEH at Newark–Heath. **L–29A**

NEWARK–HEATH (VTA) 3 SW UTC−5(−4DT) N40°01.48′ W82°27.71′ **DETROIT**

884 B S4 **FUEL** 100LL, JET A1+ OX 1, 2 TPA—1900(1016) NOTAM FILE VTA **L–29A**

RWY 09–27: H4649X75 (ASPH) S–30 LIRL 0.3% up W **IAP**

RWY 09: REIL. PAPI(P4L)—GA 3.25° TCH 27′. Thld dsplcd 455′. Road.

RWY 27: REIL. PAPI(P4R)—GA 3.25° TCH 20′. Fence.

AIRPORT REMARKS: Attended Apr–Oct 1230–0030Z‡, Nov–Mar 1230‡–dark. Fuel avbl 1230Z‡–dark. Deer occasionally on or near rwy. Rwy 09 and 27 REILS OTS indef. MIRL Rwy 09–27 and REIL Rwys 09 and 27 operates low intensity continuously to increase intensity—123.3.

WEATHER DATA SOURCES: ASOS 121.125 (740) 522–1066.

COMMUNICATIONS: CTAF/UNICOM 122.7

APPLETON RCO 122.1R 116.7T (DAYTON RADIO)

Ⓡ **COLUMBUS APP/DEP CON** 120.2 **CLNC DEL** 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.

APPLETON (H) VORTAC 116.7 APE Chan 114 N40°09.06′ W82°35.30′ 148° 9.6 NM to fld. 1350/6W. **HIWAS.**

NDB (MHW) 524 HEH N40°01.56′ W82°27.81′ at fld.

ILS 110.9 RXK Rwy 09. LOC only.

NEWCOMERSTOWN N40°13.75′ W81°28.59′ NOTAM FILE CLE. **DETROIT**

(L) VOR/DME 111.8 CTW Chan 55 017° 14.7 NM to Harry Clever Fld. 1180/7W. **HIWAS.** **H–10G, L–29B**

Unusable 015°–030°; 090°–100° byd 30 NM; 051°–066°; 011°–120° byd 30 NM blo 3300′.

RCO 122.1R 111.8T (CLEVELAND RADIO)

GAILL ONE ARRIVAL (RNAV)

(GAILL.GAILL1) 10042

COLUMBUS, OH

COLUMBUS APP CON
119.15 338.225 (100°-279°)
125.95 371.975 (280°-099°)
OHIO STATE UNIVERSITY ATIS
121.35
PORT COLUMBUS INTL ATIS
124.6
RICKENBACKER INTL ATIS
132.75

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: CVG Transition only for use by SDF, LEX terminal area departures, or as assigned by ATC.

N

GAILL
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross GAILL at 11000.

CINCINNATI
CVG
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CVG VORTAC at FL240.

OHIO STATE UNIVERSITY
PORT COLUMBUS INTL
NEWARK-HEATH
CENEM
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross CENEM at 6000.

BOLTON FIELD
WOLAN
NUMDE
4000 099° (25)
4000 057° (16)
099° (5)
8000 057° (16)
8 NM
MOAKS
10000 069° (40)
14000 060° (29)
RICKENBACKER INTL
FAIRFIELD COUNTY

ST LOUIS
STL
18000 096° (190)
JUDDI
18000 084° (83)
18000 056° (80)
POCKET CITY
PXV
18000 042° (68)
LOUISVILLE
IIU

NOTE: LANDING KCMH RWYS 10, KTZR, KLCK, KOSU, expect radar vectors prior to WOLAN.
NOTE: LANDING KCMH RWYS 28, KLHQ, KVTA, expect radar vectors prior to NUMDE.

NOTE: CINCINNATI TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: LOUISVILLE TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: POCKET CITY TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: ST LOUIS TRANSITION: For non-GPS equipped aircraft, ROD, CVG, APE, and ZZV DME's must be operational.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.GAILL1):
LOUISVILLE TRANSITION (IIU.GAILL1):
POCKET CITY TRANSITION (PXV.GAILL1):
ST LOUIS TRANSITION (STL.GAILL1):

From GAILL via 057° track to WOLAN. Thence as depicted to NUMDE, then via 099° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KCMH: LANDING EAST - At WOLAN fly heading 360°, intercept final approach course and execute approach.
KCMH: LANDING WEST - At NUMDE fly heading 010°, intercept final approach course and execute approach.

GAILL ONE ARRIVAL (RNAV)
(GAILL.GAILL1) 10042
COLUMBUS, OH

ST-94 (FAA)

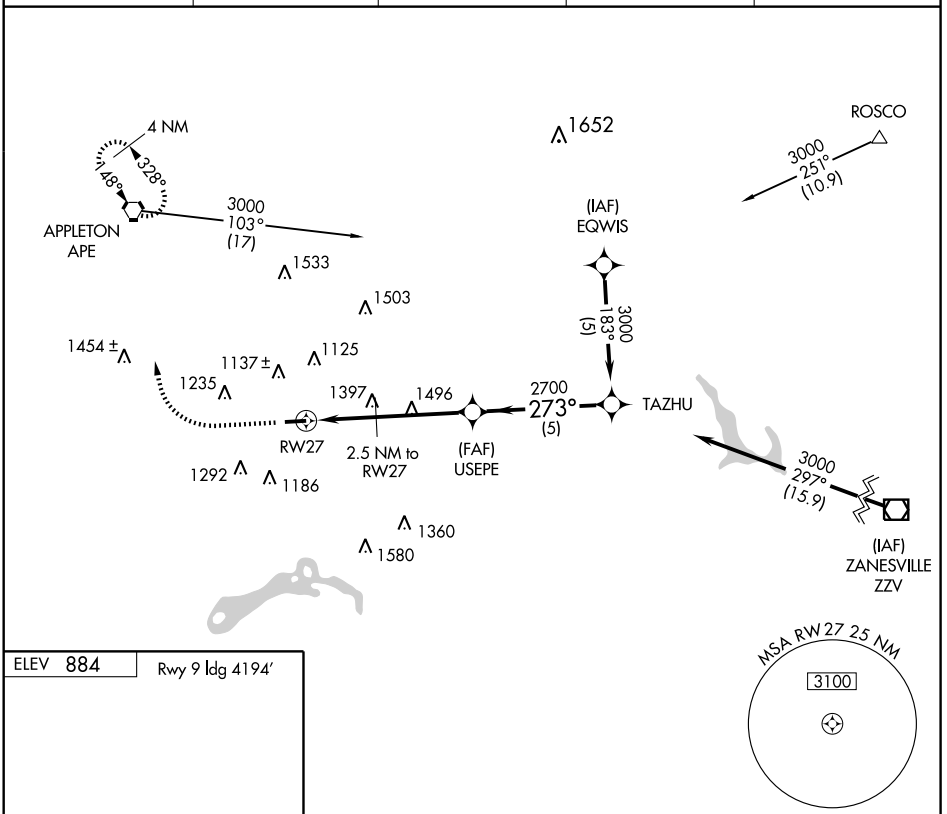
APP CRS	Rwy Idg	4649
273°	TDZE	879
	Apt Elev	884

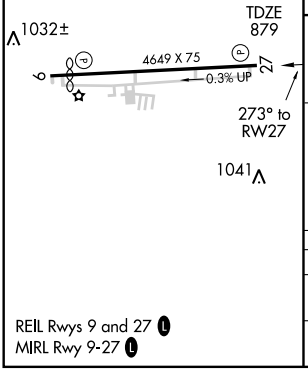
GPS RWY 27
NEWARK-HEATH (VTA)

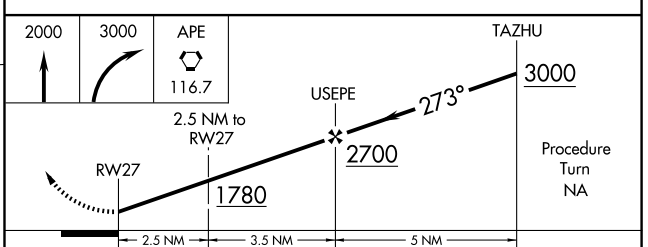
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON		CLNC DEL	UNICOM	
121.125	120.2	317.775	124.85	122.7 (CTAF)	123.3 L







CATEGORY	A	B	C	D
S-27	1660-1 781 (800-1)	1660-1¼ 781 (800-1¼)	1660-2¼ 781 (800-2¼)	1660-2½ 781 (800-2½)
CIRCLING	1660-1 776 (800-1)	1660-1¼ 776 (800-1¼)	1660-2¼ 776 (800-2¼)	1660-2½ 776 (800-2½)

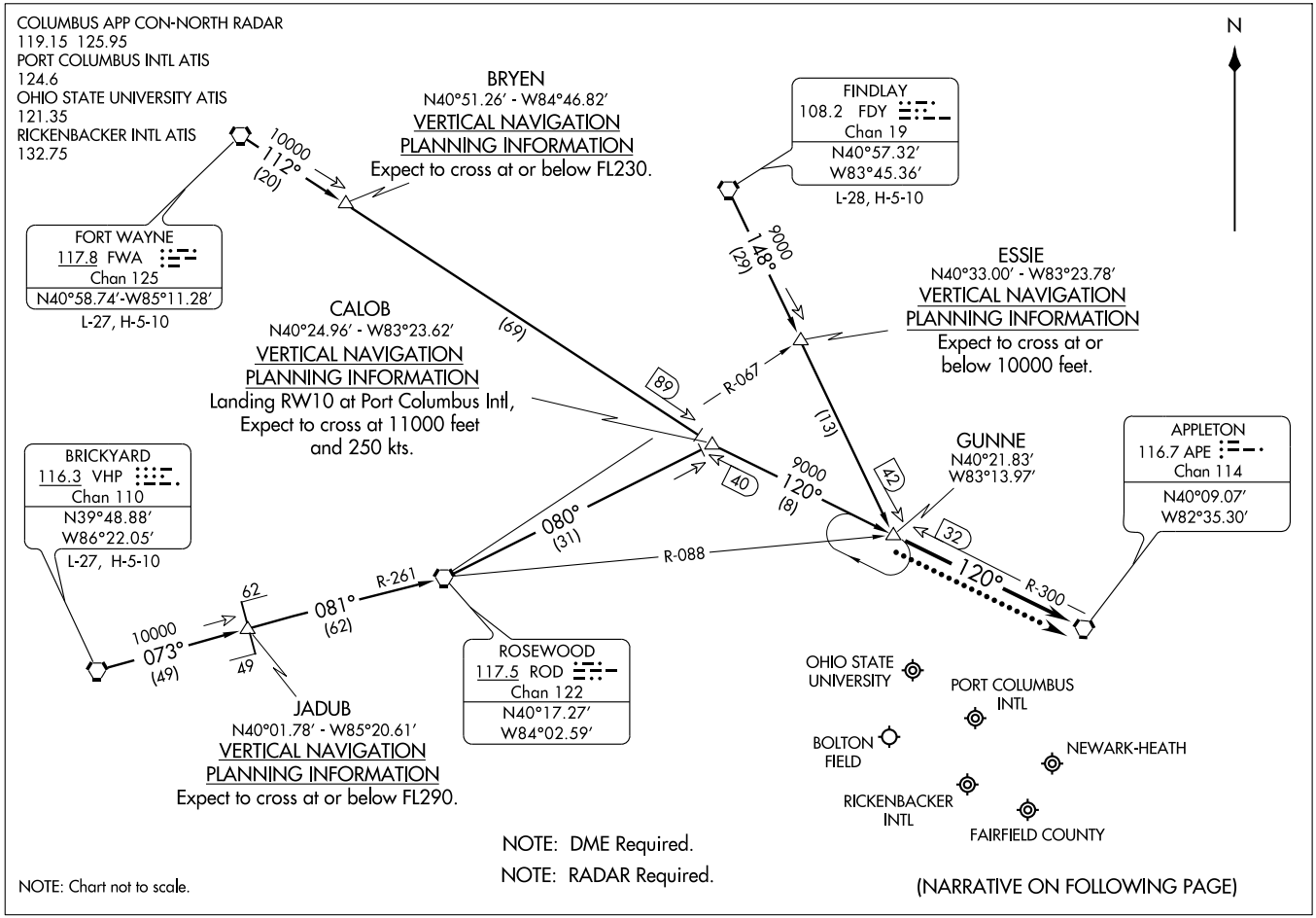
REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

GUNNE ONE ARRIVAL

(GUNNE.GUNNE1) 09239

COLUMBUS, OHIO



(GUNNE.GUNNE1) 09239

GUNNE ONE ARRIVAL

COLUMBUS, OHIO

ST-94 (FAA)

ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE1): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FINDLEY TRANSITION (FDY.GUNNE1): From over FDY VORTAC via FDY R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE1): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .From over GUNNE via heading 120°. Expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

For all airports - From over GUNNE INT direct APE VORTAC, maintain 4000 and hold.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

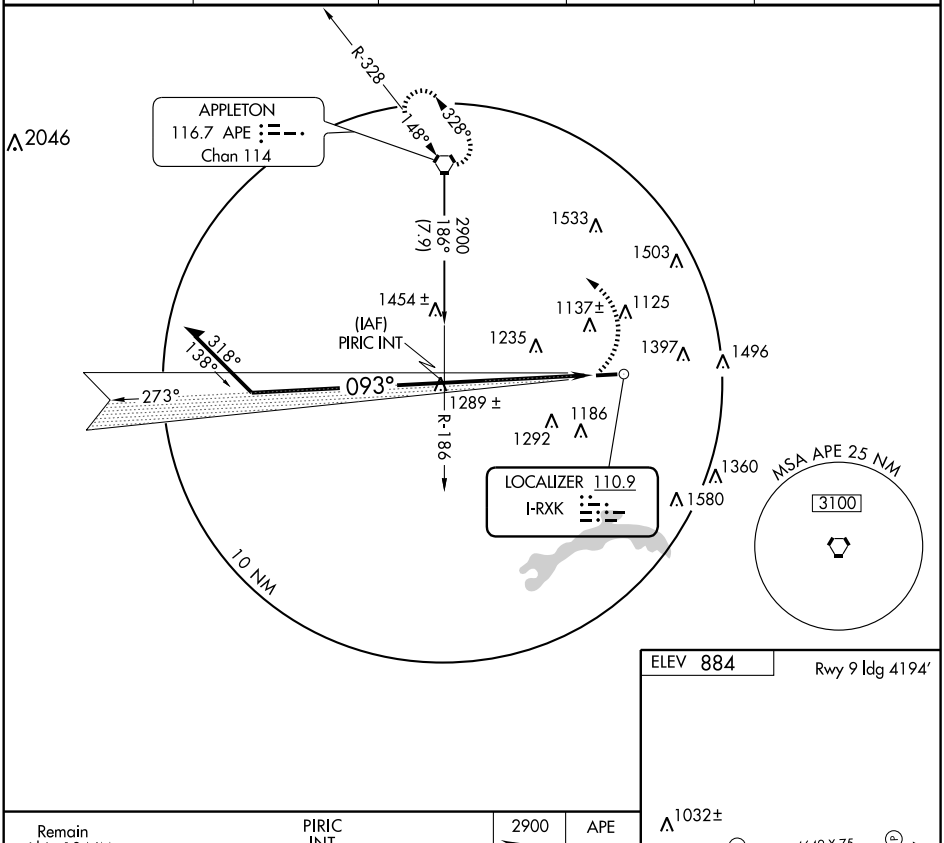
LOC I-RXK	APP CRS	Rwy Idg	4194
110.9	093°	TDZE	883
		Apt Elev	884

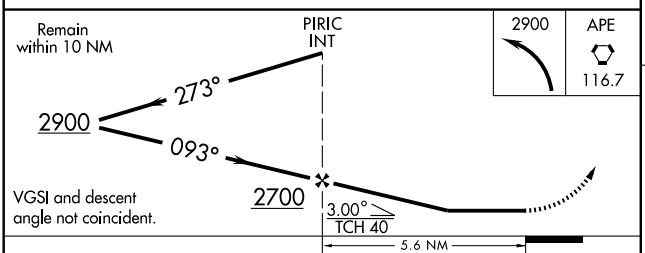
LOC RWY 9
NEWARK-HEATH (VTA)

If local altimeter not received, use Port Columbus Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2900 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON		CLNC DEL	UNICOM	
121.125	120.2	317.775	124.85	122.7 (CTAF)	123.3 L





CATEGORY	A	B	C	D
S-9	1420-1	537 (600-1)	1420-1½ 537 (600-1½)	1420-1¾ 537 (600-1¾)
CIRCLING	1480-1	596 (600-1)	1480-1½ 596 (600-1½)	1560-2¼ 676 (700-2¼)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

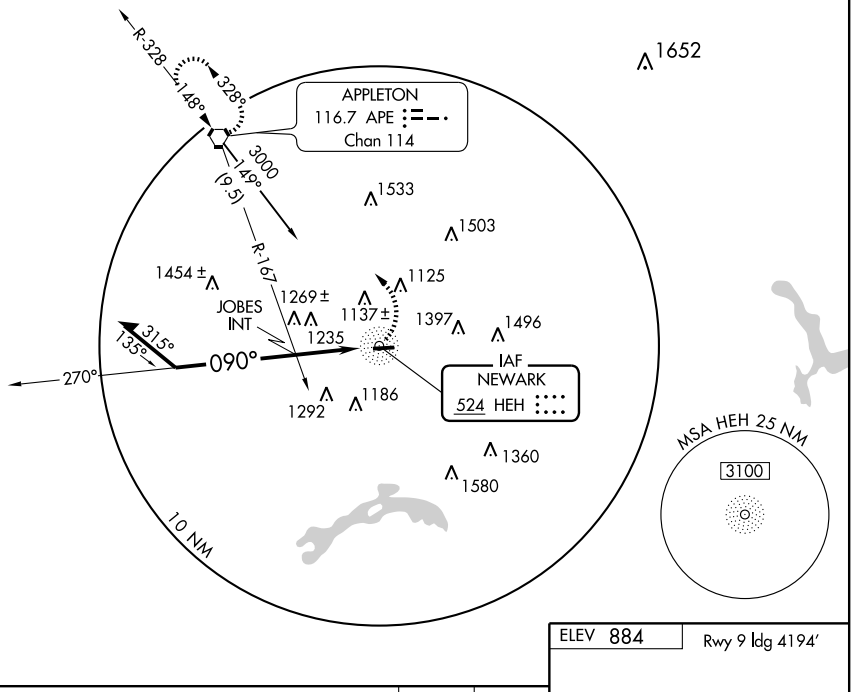
NDB HEH 524	APP CRS 090°	Rwy Idg 4194 TDZE 883 Apt Elev 884

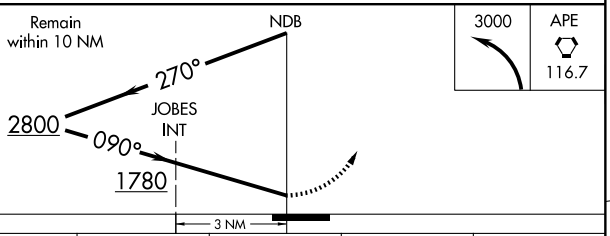
NDB or GPS RWY 9
NEWARK-HEATH (VTA)

NA

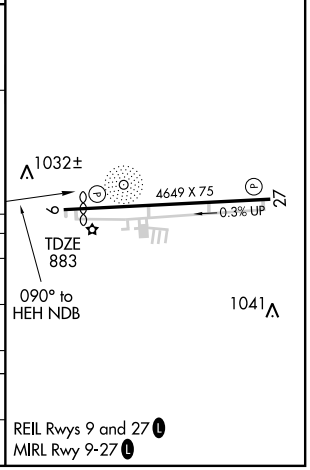
MISSED APPROACH: Climbing left turn to 3000 direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON	CLNC DEL	UNICOM	
121.125	120.2 317.775	124.85	122.7 (CTAF)	123.3 L





CATEGORY	A	B	C	D
S-9	1780-1¼ 897 (900-1¼)		1780-2¾ 897 (900-2¾)	1780-3 897 (900-3)
CIRCLING	1780-1¼ 896 (900-1¼)		1780-2¾ 896 (900-2¾)	1780-3 896 (900-3)
JOBES FIX MINIMUMS				
S-9	1580-1 697 (700-1)		1580-2 697 (700-2)	1580-2¼ 697 (700-2¼)
CIRCLING	1580-1 696 (700-1)		1580-2 696 (700-2)	1580-2¼ 696 (700-2¼)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

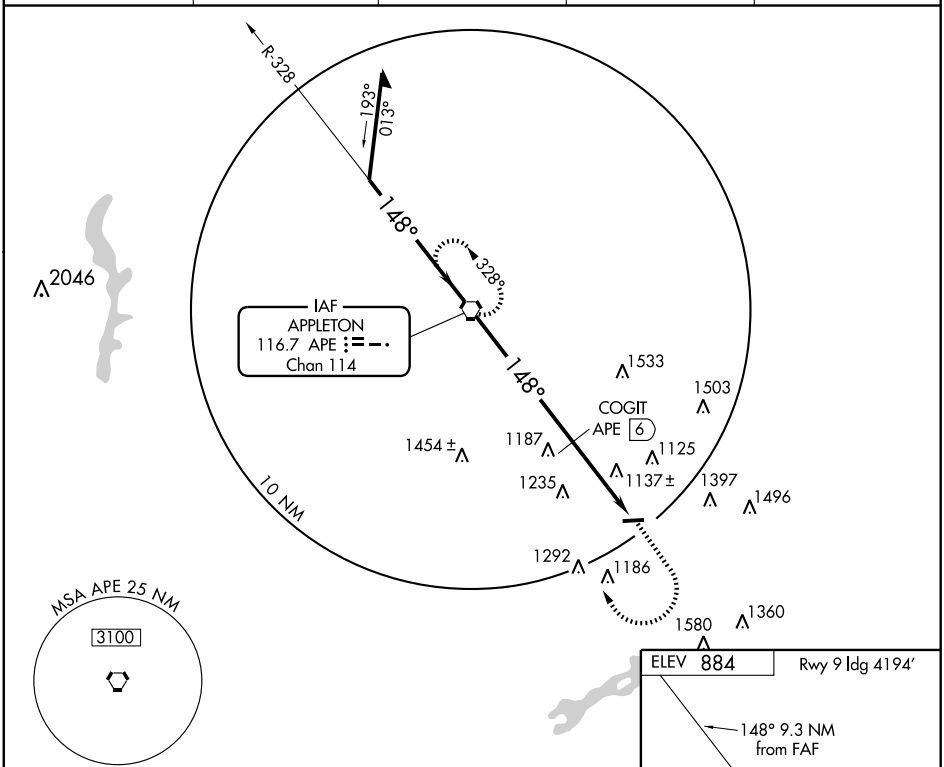
VORTAC APE	APP CRS	Rwy Idg	N/A
116.7	148°	TDZE	N/A
Chan 114		Apt Elev	884

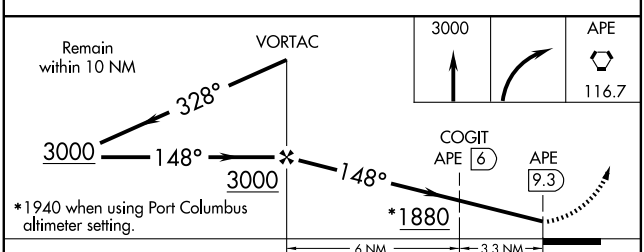
VOR-A
NEWARK-HEATH (VTA)

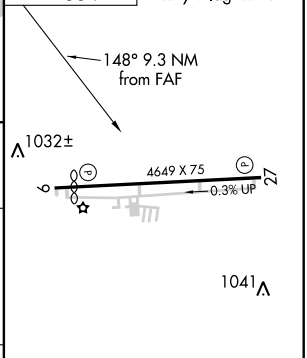
When local altimeter setting not received, use Port Columbus altimeter setting and increase all MDA 60 feet and COGIT fix minimums Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

ASOS	COLUMBUS APP CON		CLNC DEL	UNICOM	
121.125	120.2	317.775	124.85	122.7 (CTAF)	123.3 L







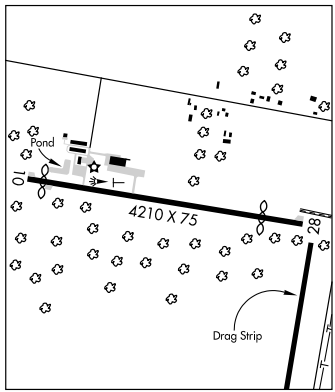
CATEGORY	A	B	C	D
CIRCLING	1880-1¼ 996 (1000-1¼)	1880-1½ 996 (1000-1½)	1880-3	996 (1000-3)
COGIT FIX MINIMUMS				
CIRCLING	1520-1	636 (700-1)	1520-1¾ 636 (700-1¾)	1560-2¼ 676 (700-2¼)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NORWALK–HURON CO (5A1) 3 E UTC−5(−4DT) N41°14.69′ W82°33.07′ DETROIT
852 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE L–30F
RWY 10–28: H4210X75 (ASPH) MIRL 0.4% up W IAP
RWY 10: Thld dsplcd 240′. Trees.
RWY 28: Thld dsplcd 668′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2200Z‡, Sun 1800–2300Z‡. ACTIVATE MIRL Rwy 10–28—CTAF. Drag strip on E end of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9. (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 162° 12.3 NM to fld. 580/4W.



OHIO DUSTING CO INC (See PANDORA)

OHIO UNIVERSITY SNYDER FLD (See ATHENS–ALBANY)

OHIO STATE UNIVERSITY (See COLUMBUS)

OLD PORTAGE HELIPORT (See AKRON)

ONIDA N39°34.70′ W84°19.41′ NOTAM FILE MGY. CINCINNATI
NDB (LOM) 223 MW 234° 4.4 NM to Middletown Rgnl/Hook Fld. Unmonitored.

OTTAWA

PUTNAM CO (OWX) 3 NE UTC−5(−4DT) N41°02.14′ W83°58.92′ DETROIT
764 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE L–28J
RWY 09–27: H4427X65 (ASPH) MIRL IAP
RWY 09: REIL. Road. **RWY 27:** REIL. PAPI(P2L). Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. For svcs after hrs call 419–456–3410. Parachute Jumping. Extensive glider ops. Intensive agricultural ops and crop dusting. PAEW invof ramp indef. Windsock OTS indef. Rwy 09 REIL OTS indef. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.525 (419) 523–4151.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 297° 11.3 NM to fld. 820/2W.

OXFORD N39°30.45′ W84°46.84′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 282 OXD at Miami University. NDB unmonitored. L–27E

GPS RWY 28

NORWALK-HURON COUNTY (5A1)

APP CRS	Rwy Idg	3542
276°	TDZE	851
	Apt Elev	852

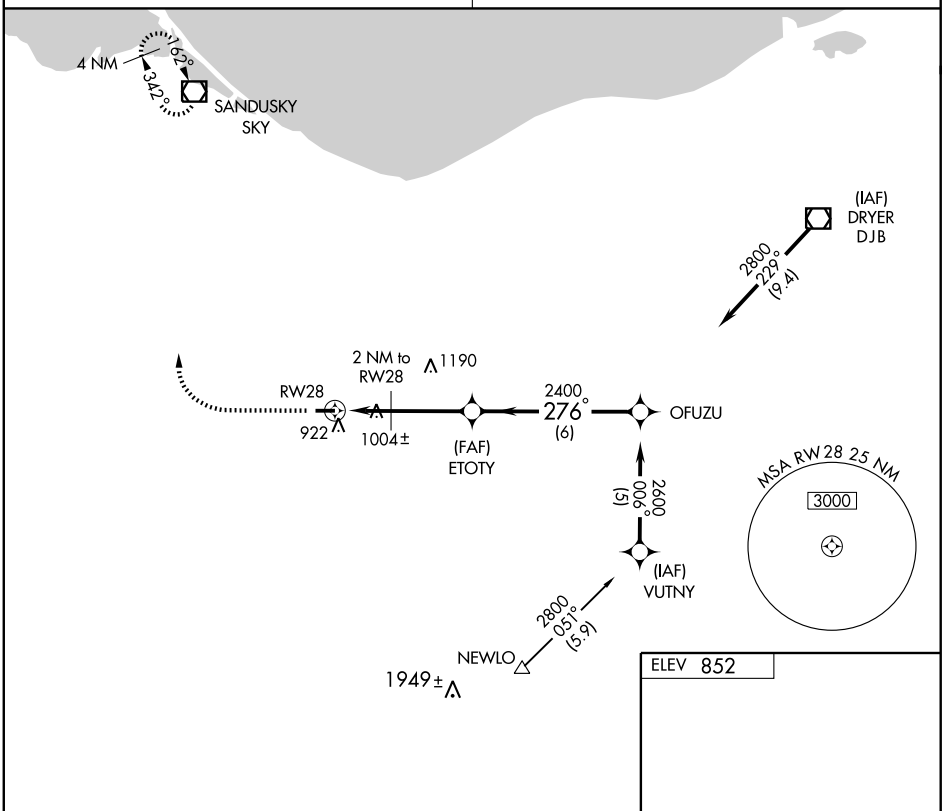
NA

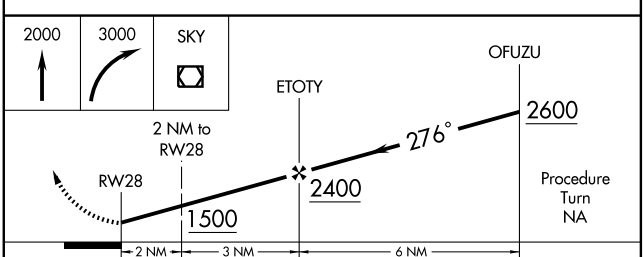
Use Cleveland-Hopkins altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct SKY VOR/DME and hold.

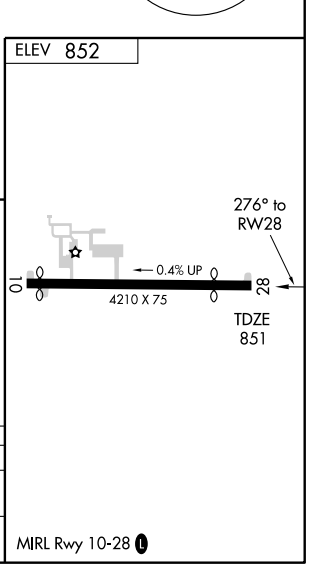
MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-28	1340-1 489 (500-1)		1340-1¼ 489 (500-1¼)	1340-1½ 489 (500-1½)
CIRCLING	1360-1 508 (600-1)	1400-1 548 (600-1)	1400-1½ 548 (600-1½)	1420-2 568 (600-2)



MIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SKY	APP CRS	Rwy Idg	N/A
109.2	162°	TDZE	N/A
Chan 29		Apt Elev	852

VOR or GPS-A

NORWALK-HURON COUNTY (5A1)

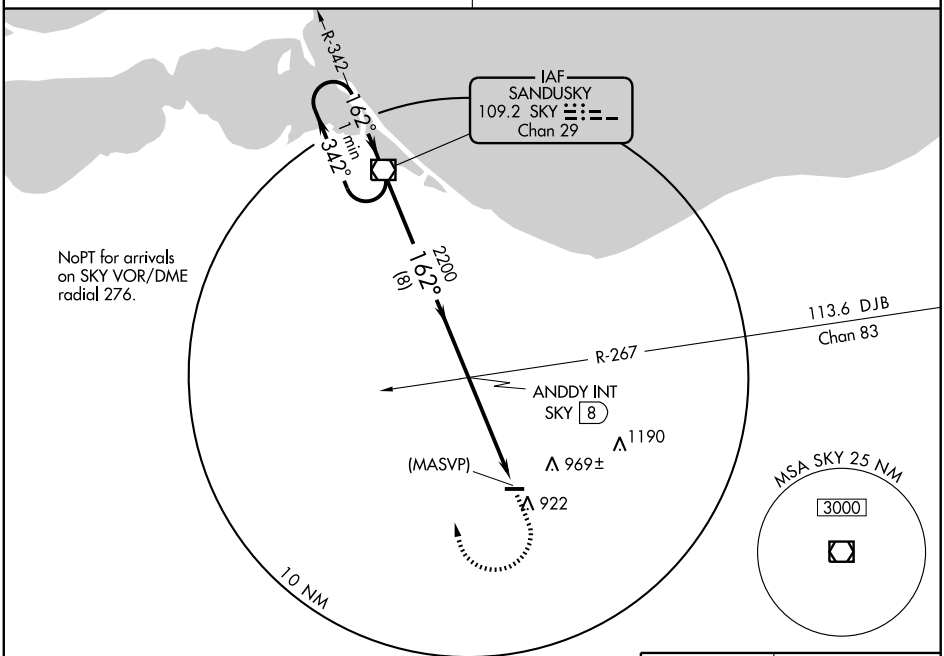
NA

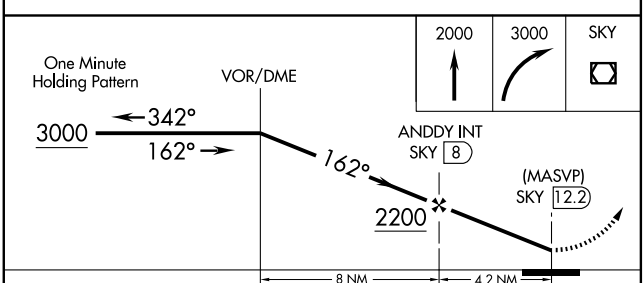
Use Cleveland-Hopkins altimeter setting.

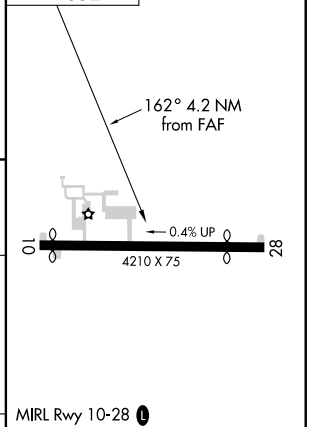
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct SKY VOR/DME and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF) L





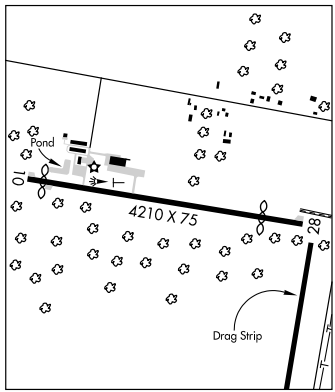


CATEGORY	A	B	C	D
CIRCLING	1400-1 548 (600-1)		1420-1½ 568 (600-1½)	1520-2 668 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

NORWALK–HURON CO (5A1) 3 E UTC−5(−4DT) N41°14.69′ W82°33.07′ DETROIT
852 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE L–30F
RWY 10–28: H4210X75 (ASPH) MIRL 0.4% up W IAP
RWY 10: Thld dsplcd 240′. Trees.
RWY 28: Thld dsplcd 668′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2200Z‡, Sun 1800–2300Z‡. ACTIVATE MIRL Rwy 10–28—CTAF. Drag strip on E end of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 127.9. (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 162° 12.3 NM to fld. 580/4W.



OHIO DUSTING CO INC (See PANDORA)

OHIO UNIVERSITY SNYDER FLD (See ATHENS–ALBANY)

OHIO STATE UNIVERSITY (See COLUMBUS)

OLD PORTAGE HELIPORT (See AKRON)

ONIDA N39°34.70′ W84°19.41′ NOTAM FILE MGY. CINCINNATI
NDB (LOM) 223 MW 234° 4.4 NM to Middletown Rgnl/Hook Fld. Unmonitored.

OTTAWA

PUTNAM CO (OWX) 3 NE UTC−5(−4DT) N41°02.14′ W83°58.92′ DETROIT
764 B S2 **FUEL** 100LL, JET A NOTAM FILE CLE L–28J
RWY 09–27: H4427X65 (ASPH) MIRL IAP
RWY 09: REIL. Road. **RWY 27:** REIL. PAPI(P2L). Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. For svcs after hrs call 419–456–3410. Parachute Jumping. Extensive glider ops. Intensive agricultural ops and crop dusting. PAEW invof ramp indef. Windsock OTS indef. Rwy 09 REIL OTS indef. ACTIVATE MIRL Rwy 09–27 and REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.525 (419) 523–4151.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 297° 11.3 NM to fld. 820/2W.

OXFORD N39°30.45′ W84°46.84′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 282 OXD at Miami University. NDB unmonitored. L–27E

WAAS	APP CRS	Rwy Idg	4427
CH 86514	095°	TDZE	759
W09A		Apt Elev	764

RNAV (GPS) RWY 9

OTTAWA / PUTNAM COUNTY (OWX)

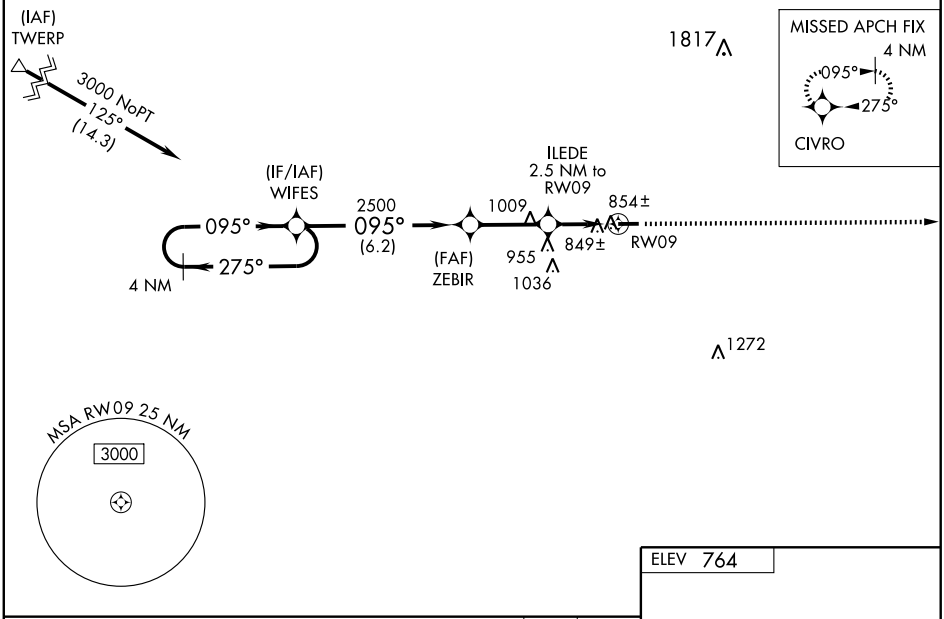
Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

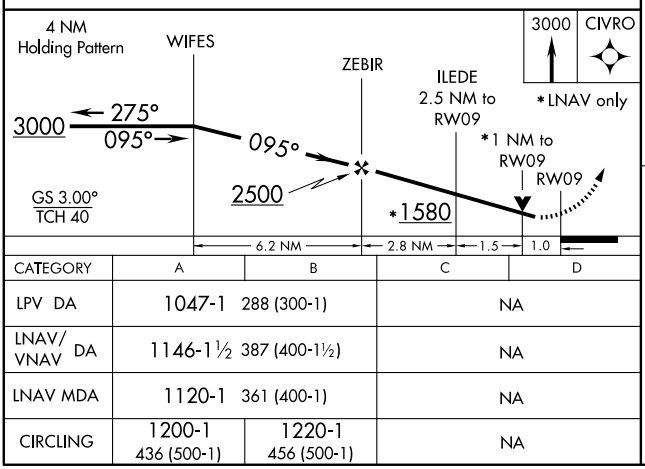
NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 40 feet, increase LPV all Cats visibility ¼ mile. VDP NA when using Findlay altimeter setting.

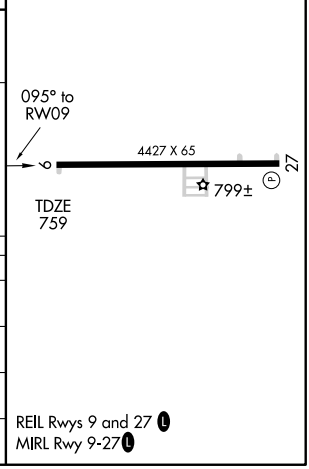
MISSED APPROACH: Climb to 3000 direct CIVRO and hold.

AWOS-3	TOLEDO APP CON	UNICOM
120.525	120.8 317.55	122.7 (CTAF) L

Procedure NA for arrivals at TWERP via V8-422 westbound and V96 westbound.







CATEGORY	A	B	C	D
LPV DA	1047-1	288 (300-1)	NA	
LNAV/VNAV DA	1146-1½	387 (400-1½)	NA	
LNAV MDA	1120-1	361 (400-1)	NA	
CIRCLING	1200-1 436 (500-1)	1220-1 456 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4427
CH 97614	275°	TDZE	764
W27A		Apt Elev	764

RNAV (GPS) RWY 27

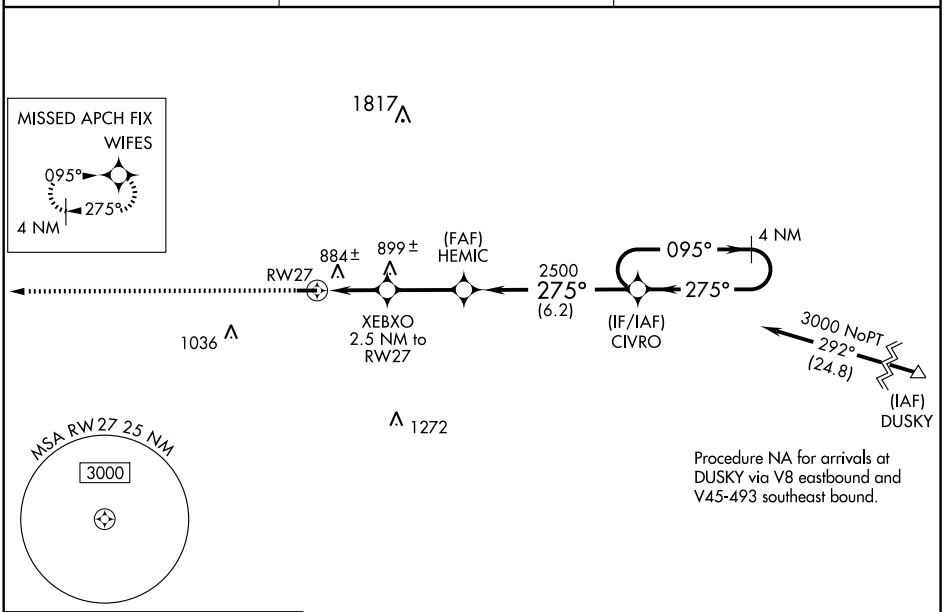
OTTAWA / PUTNAM COUNTY (OWX)

Baro-VNAV NA when using Findlay altimeter setting. For uncompsated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Findlay altimeter setting.

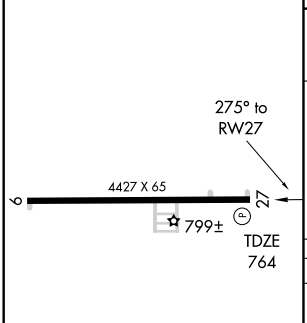
NA

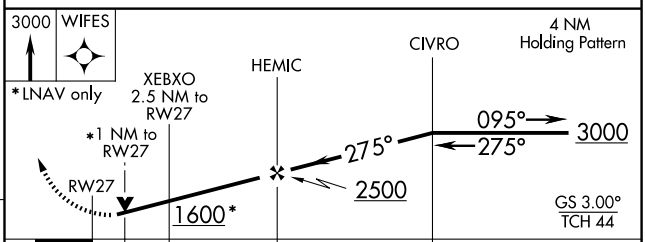
MISSED APPROACH: Climb to 3000 direct WIFES and hold.

AWOS-3	TOLEDO APP CON	UNICOM
120.525	120.8 317.55	122.7 (CTAF) L



Procedure NA for arrivals at DUSKY via V8 eastbound and V45-493 southeast bound.





CATEGORY	A	B	C	D
LPV DA	1049-1 285 (300-1)		NA	
LNAV/VNAV DA	1186-1½ 422 (500-1½)		NA	
LNAV MDA	1140-1 376 (400-1)		NA	
CIRCLING	1200-1 436 (500-1)	1220-1 456 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FDY	APP CRS	Rwy Idg	4427
108.2	298°	TDZE	764
Chan 19		Apt Elev	764

VOR RWY 27

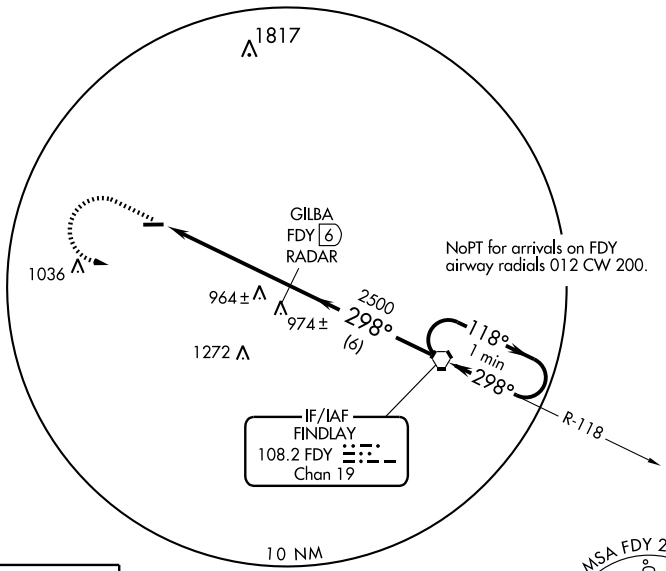
OTTAWA / PUTNAM COUNTY (OWX)

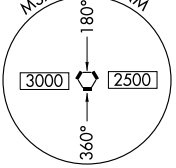
DME or Radar Required.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 40 feet.

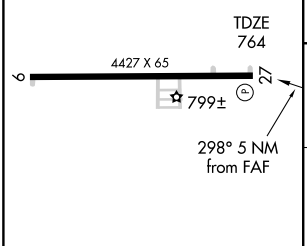
NA

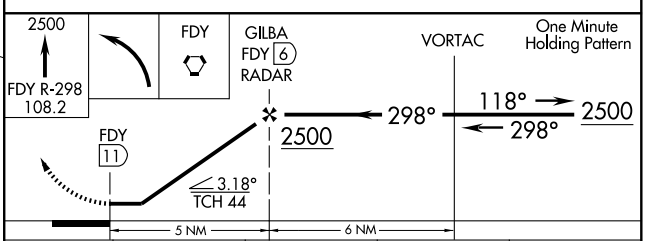
MISSED APPROACH: Climb to 2500 via FDY VORTAC R-298, then left turn direct FDY VORTAC and hold.

AWOS-3	TOLEDO APP CON	UNICOM
120.525	120.8 317.55	122.7 (CTAF) L









REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-27	1220-1 456 (500-1)		NA	
CIRCLING	1220-1 456 (500-1)		NA	

EC-2, 21 OCT 2010 to 18 NOV 2010

OXFORD

MIAMI UNIVERSITY (OXD) 2 W UTC−5(−4DT) N39°30.14′ W84°47.06′ CINCINNATI
1041 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY L–27E
RWY 05–23: H4011X70 (ASPH–GRVD) S–34, D–50 LIRL (NSTD) IAP
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Thld dsplcd 270′. Road.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Trees.
AIRPORT REMARKS: Attended Sat–Sun 1400–2200Z‡, Nov–Apr Mon–Fri 1300–2100Z‡, May–Oct Mon–Fri 1300–0000Z‡, holidays irregularly. Fuel self svc avbl. Rwy 05 NSTD dsplcd thld lgts 190′ from thld. PAEW 40′ N of Rwy 05–23. NSTD MIRL Rwy 05–23 preset on low ints dusk–0200Z‡; to increase ints and ACTIVATE REIL Rwy 05 and Rwy 23–122.9; after 0200Z‡ ACTIVATE NSTD MIRL Rwy 05–23 and REIL Rwy 05 and Rwy 23–122.9.
WEATHER DATA SOURCES: AWOS–3 118.625 (513) 273–2032. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CINCINNATI APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 173° 15.4 NM to fld. 1135/3W.
OXFORD NDB (MHW) 282 OXD N39°30.45′ W84°46.84′ at fld. NOTAM FILE DAY. NDB unmonitored.

PACKER (See RADNOR)

PAINESVILLE

CONCORD AIRPARK (2G1) 3 SE UTC−5(−4DT) N41°40.02′ W81°11.83′ DETROIT
999 **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 02–20: H2181X38 (ASPH) S–12.5 LIRL 1.2% up SW. IAP
RWY 02: Trees. **RWY 20:** Brush.
AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. For local traffic only, for rwy lgts call 440–352–3228. Rwy 02–20 numbers small.
COMMUNICATIONS: CTAF/UNICOM 122.8
CHARDON RCO 122.1R 112.7T (CLEVELAND RADIO)
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 355° 9.1 NM to fld. 1310/5W.
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.

PANDORA

OHIO DUSTING CO INC (6C2) 1 NW UTC−5(−4DT) N40°57.15′ W83°58.93′ DETROIT
765 S2 **FUEL** 100LL NOTAM FILE CLE
RWY 09–27: 3112X150 (TURF)
RWY 09: Thld dsplcd 720′. Trees. **RWY 27:** Thld dsplcd 490′. P–line.
AIRPORT REMARKS: Attended continuously. Rwy 27 p–line marked with orange balls. Rwy 09 and Rwy 27 dsplcd thld not marked.
COMMUNICATIONS: CTAF 122.9

PARR (See ZANESVILLE)

PARSONS (See CARROLLTON)

PATTERSON N39°49.14′ W84°03.33′ NOTAM FILE FFO. CINCINNATI
(T) TACAN Chan 99 FFO (115.2) at Wright Patterson AFB. 804/4W. L–27E
TACAN azimuth unusable:
295°–360° byd 10 NM blo 5,000′.

PAULDING AIRPORT INC (2H8) 2 NE UTC−5(−4DT) N41°10.09′ W84°33.41′ DETROIT
721 S4 OX 4 TPA—1500(779) NOTAM FILE CLE
RWY 18–36: 2861X80 (TURF) LIRL (NSTD)
RWY 36: Building.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Arpt CLOSED indef. ACTIVATE LIRL Rwy 18–36—122.9. Rwy 18–36 NSTD LIRL; thld lgts incorrect color.
COMMUNICATIONS: CTAF 122.9

PERRY CO (See NEW LEXINGTON)

NDB OXD 282	APP CRS 042°	Rwy Idg 3741 TDZE 1041 Apt Elev 1041

NDB or GPS RWY 5

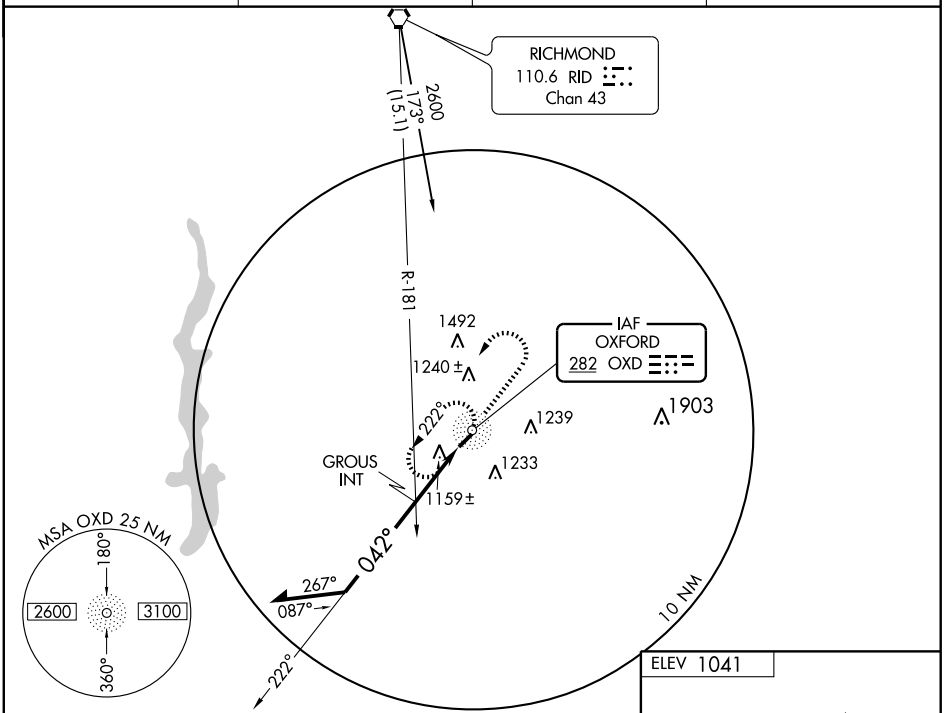
OXFORD / MIAMI UNIVERSITY (OXD)

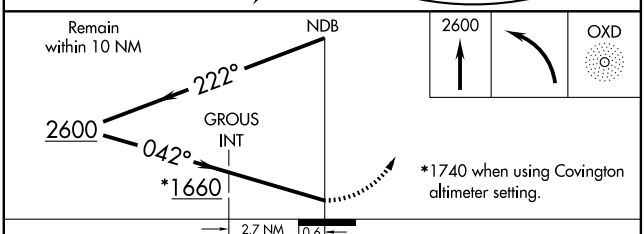
When local altimeter setting not received, use Covington, KY altimeter setting and increase all MDA 100 feet and all visibility ¼ mile.

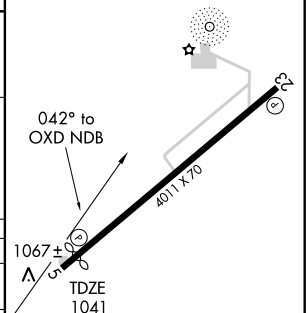
NA

MISSED APPROACH: Climb to 2600 then left turn direct OXD NDB and hold.

AWOS-3	CINCINNATI APP CON	UNICOM	
118.625	121.0 257.725	122.8 (CTAF)	122.9 L







CATEGORY	A	B	C	D
S-5	1660-1 619 (700-1)		1660-1¾ 619 (700-1¾)	NA
CIRCLING	1660-1 619 (700-1)		1660-1¾ 619 (700-1¾)	NA
GROUS FIX MINIMUMS				
S-5	1460-1 419 (500-1)		1460-1¼ 419 (500-1¼)	NA
CIRCLING	1460-1 419 (500-1)	1500-1 459 (500-1)	1600-1½ 559 (600-1½)	NA

LIRL Rwy 5-23 L ★
REIL Rwys 5 and 23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

OXFORD

MIAMI UNIVERSITY (OXD) 2 W UTC−5(−4DT) N39°30.14′ W84°47.06′ CINCINNATI
1041 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY L–27E
RWY 05–23: H4011X70 (ASPH–GRVD) S–34, D–50 LIRL (NSTD) IAP
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Thld dsplcd 270′. Road.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Trees.
AIRPORT REMARKS: Attended Sat–Sun 1400–2200Z‡, Nov–Apr Mon–Fri 1300–2100Z‡, May–Oct Mon–Fri 1300–0000Z‡, holidays irregularly. Fuel self svc avbl. Rwy 05 NSTD dsplcd thld lgts 190′ from thld. PAEW 40′ N of Rwy 05–23. NSTD MIRL Rwy 05–23 preset on low ints dusk–0200Z‡; to increase ints and ACTIVATE REIL Rwy 05 and Rwy 23–122.9; after 0200Z‡ ACTIVATE NSTD MIRL Rwy 05–23 and REIL Rwy 05 and Rwy 23–122.9.
WEATHER DATA SOURCES: AWOS–3 118.625 (513) 273–2032. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CINCINNATI APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.
RICHMOND (L) VORTAC 110.6 RID Chan 43 N39°45.30′ W84°50.33′ 173° 15.4 NM to fld. 1135/3W.
OXFORD NDB (MHW) 282 OXD N39°30.45′ W84°46.84′ at fld. NOTAM FILE DAY. NDB unmonitored.

PACKER (See RADNOR)

PAINESVILLE

CONCORD AIRPARK (2G1) 3 SE UTC−5(−4DT) N41°40.02′ W81°11.83′ DETROIT
999 **FUEL** 100LL NOTAM FILE CLE L–30G
RWY 02–20: H2181X38 (ASPH) S–12.5 LIRL 1.2% up SW. IAP
RWY 02: Trees. **RWY 20:** Brush.
AIRPORT REMARKS: Attended irregularly. Birds on and invof arpt. For local traffic only, for rwy lgts call 440–352–3228. Rwy 02–20 numbers small.
COMMUNICATIONS: CTAF/UNICOM 122.8
CHARDON RCO 122.1R 112.7T (CLEVELAND RADIO)
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 355° 9.1 NM to fld. 1310/5W.
COMM/NAV/WEATHER REMARKS: For IFR clearance ctc Cleveland apch control at 216–898–2040.

PANDORA

OHIO DUSTING CO INC (6C2) 1 NW UTC−5(−4DT) N40°57.15′ W83°58.93′ DETROIT
765 S2 **FUEL** 100LL NOTAM FILE CLE
RWY 09–27: 3112X150 (TURF)
RWY 09: Thld dsplcd 720′. Trees. **RWY 27:** Thld dsplcd 490′. P–line.
AIRPORT REMARKS: Attended continuously. Rwy 27 p–line marked with orange balls. Rwy 09 and Rwy 27 dsplcd thld not marked.
COMMUNICATIONS: CTAF 122.9

PARR (See ZANESVILLE)

PARSONS (See CARROLLTON)

PATTERSON N39°49.14′ W84°03.33′ NOTAM FILE FFO. CINCINNATI
(T) TACAN Chan 99 FFO (115.2) at Wright Patterson AFB. 804/4W. L–27E
TACAN azimuth unusable:
295°–360° byd 10 NM blo 5,000′.

PAULDING AIRPORT INC (2H8) 2 NE UTC−5(−4DT) N41°10.09′ W84°33.41′ DETROIT
721 S4 OX 4 TPA—1500(779) NOTAM FILE CLE
RWY 18–36: 2861X80 (TURF) LIRL (NSTD)
RWY 36: Building.
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Arpt CLOSED indef. ACTIVATE LIRL Rwy 18–36—122.9. Rwy 18–36 NSTD LIRL; thld lgts incorrect color.
COMMUNICATIONS: CTAF 122.9

PERRY CO (See NEW LEXINGTON)

ALPHE TWO DEPARTURE (RNAV)

(ALPHE2.ALPHE) 09127

CLEVELAND DEP CON
125.35 346.32

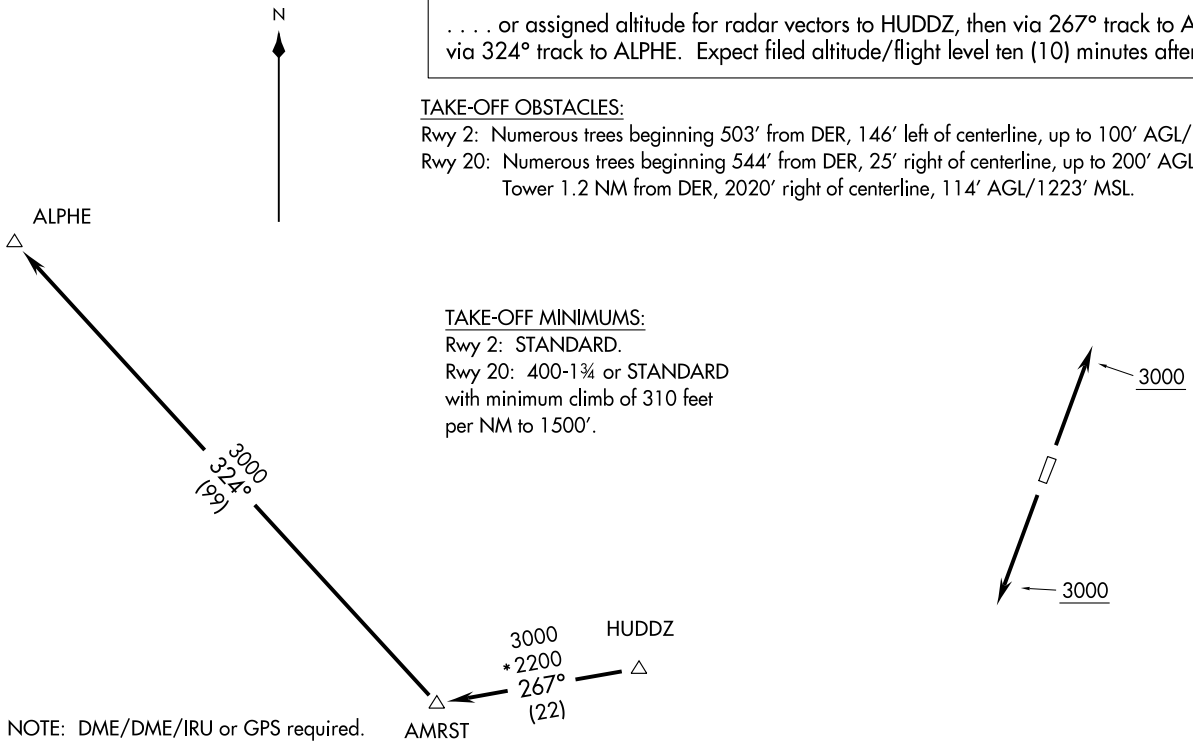
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for radar vectors to HUDDZ, then via 267° track to AMRST, then via 324° track to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

TAKE-OFF OBSTACLES:
Rwy 2: Numerous trees beginning 503' from DER, 146' left of centerline, up to 100' AGL/1039' MSL.
Rwy 20: Numerous trees beginning 544' from DER, 25' right of centerline, up to 200' AGL/1349' MSL.
Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500'.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

PAINESVILLE, OHIO
PAINESVILLE / CONCORD AIRPARK (2G1)

SL-5432 (FAA)

ALPHE TWO DEPARTURE (RNAV)
(ALPHE2.ALPHE) 09127
PAINESVILLE / CONCORD AIRPARK (2G1)
PAINESVILLE, OHIO

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

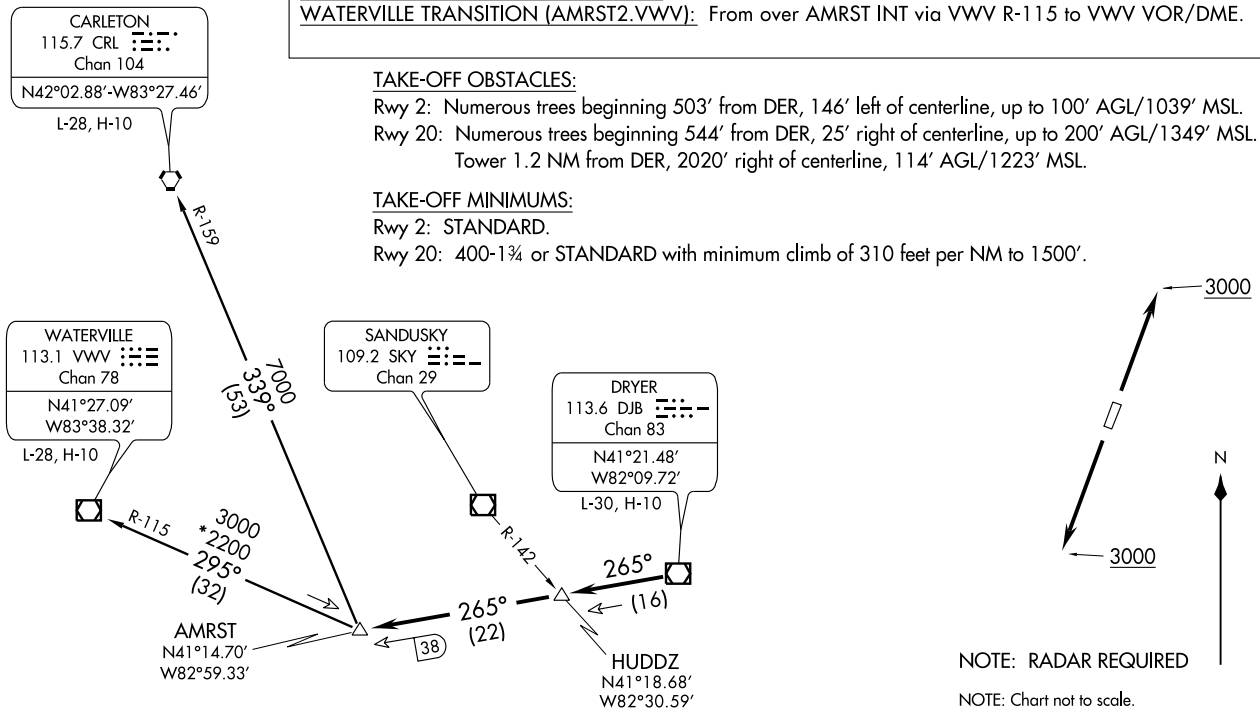
TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 2: Numerous trees beginning 503′ from DER, 146′ left of centerline, up to 100′ AGL/1039′ MSL.
Rwy 20: Numerous trees beginning 544′ from DER, 25′ right of centerline, up to 200′ AGL/1349′ MSL.
Tower 1.2 NM from DER, 2020′ right of centerline, 114′ AGL/1223′ MSL.

TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500′.



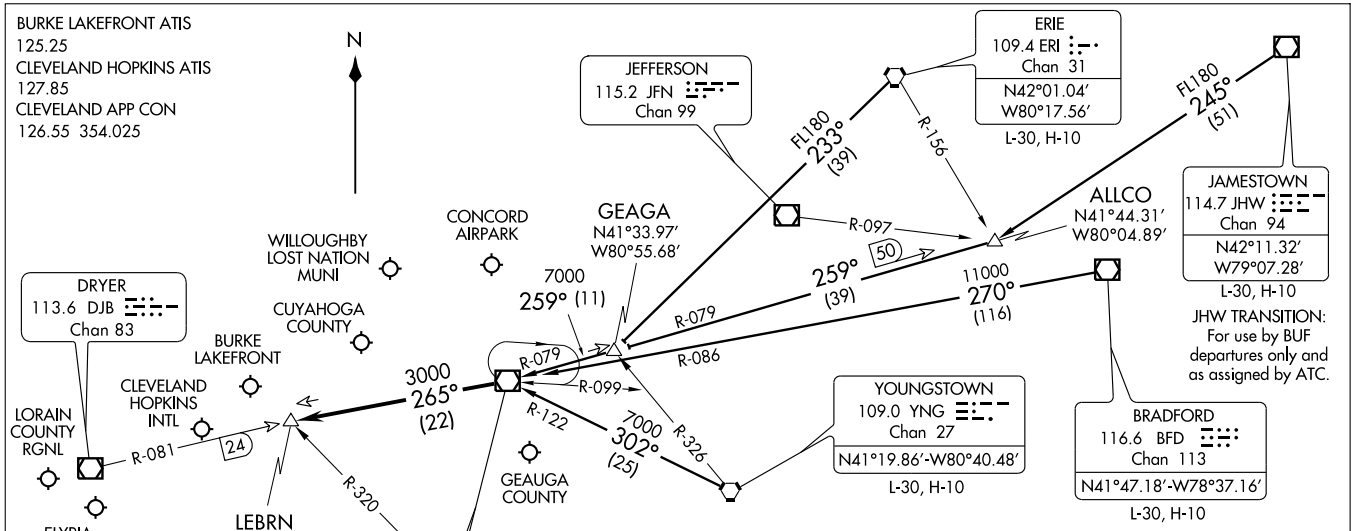
PAINESVILLE / CONCORD AIRPARK (2G1)
PAINESVILLE, OHIO

SL-5432 (FAA)

AMRST TWO DEPARTURE
(AMRST2.AMRST) 09183
PAINESVILLE / CONCORD AIRPARK (2G1)
PAINESVILLE, OHIO

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

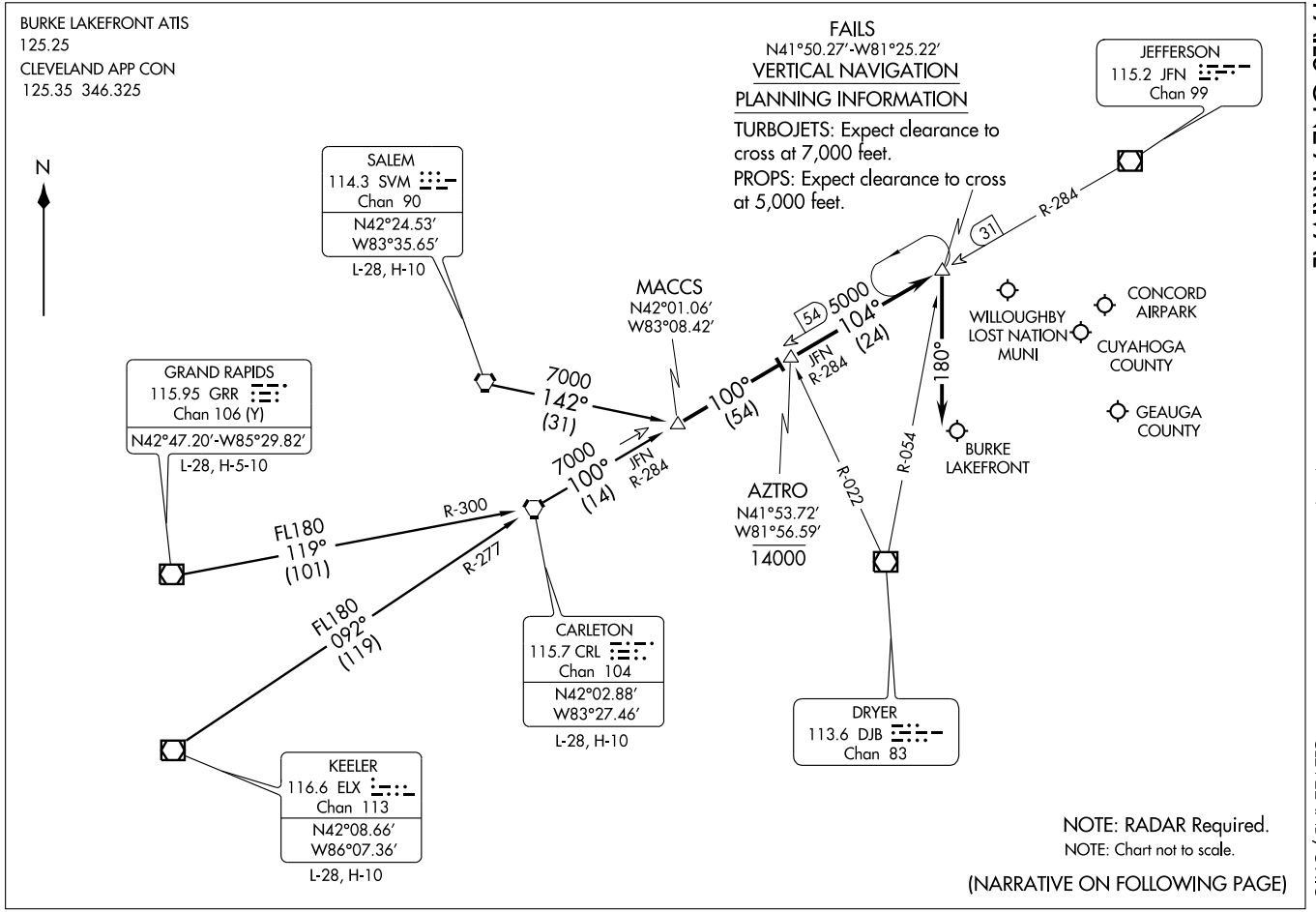
ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

FAILS ONE ARRIVAL

(MACCS.FAILS1) 09183



FAILS ONE ARRIVAL
(MACCS.FAILS1) 09183

CLEVELAND, OHIO

ST-5370 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

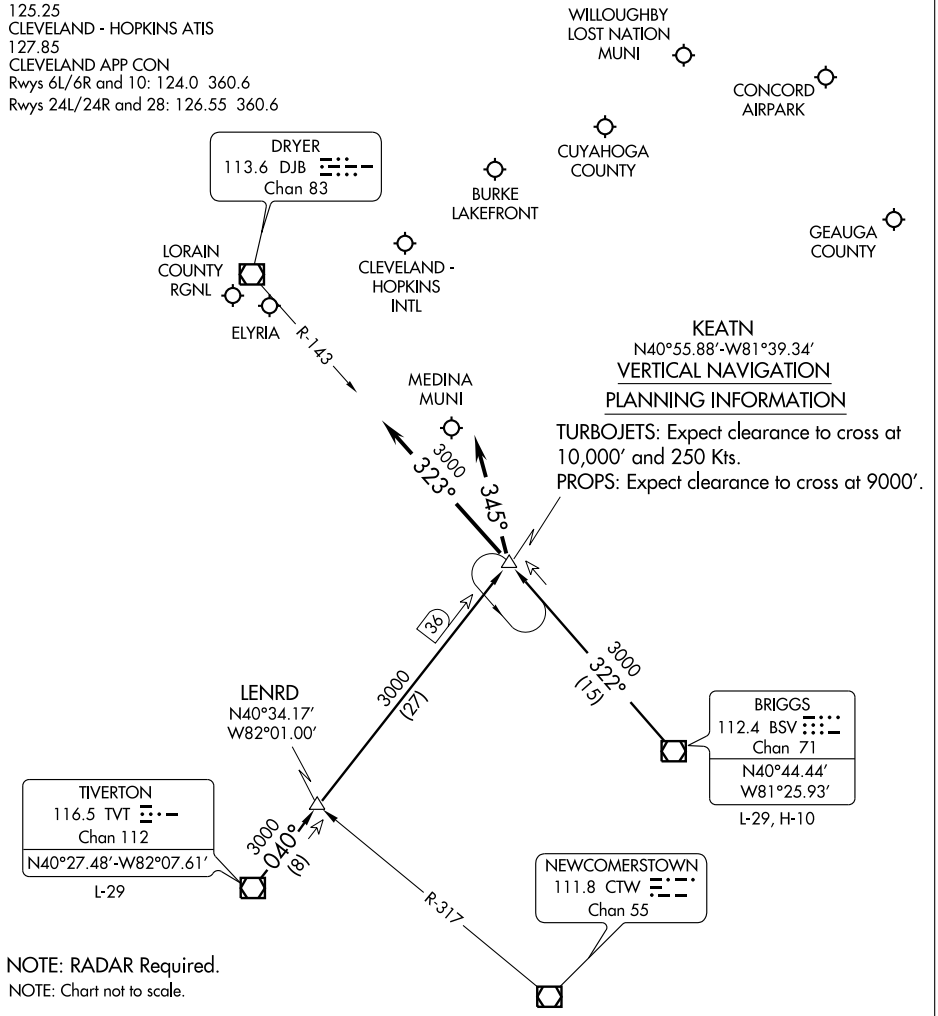
. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

(OBRLN2.OBRLN) 09183

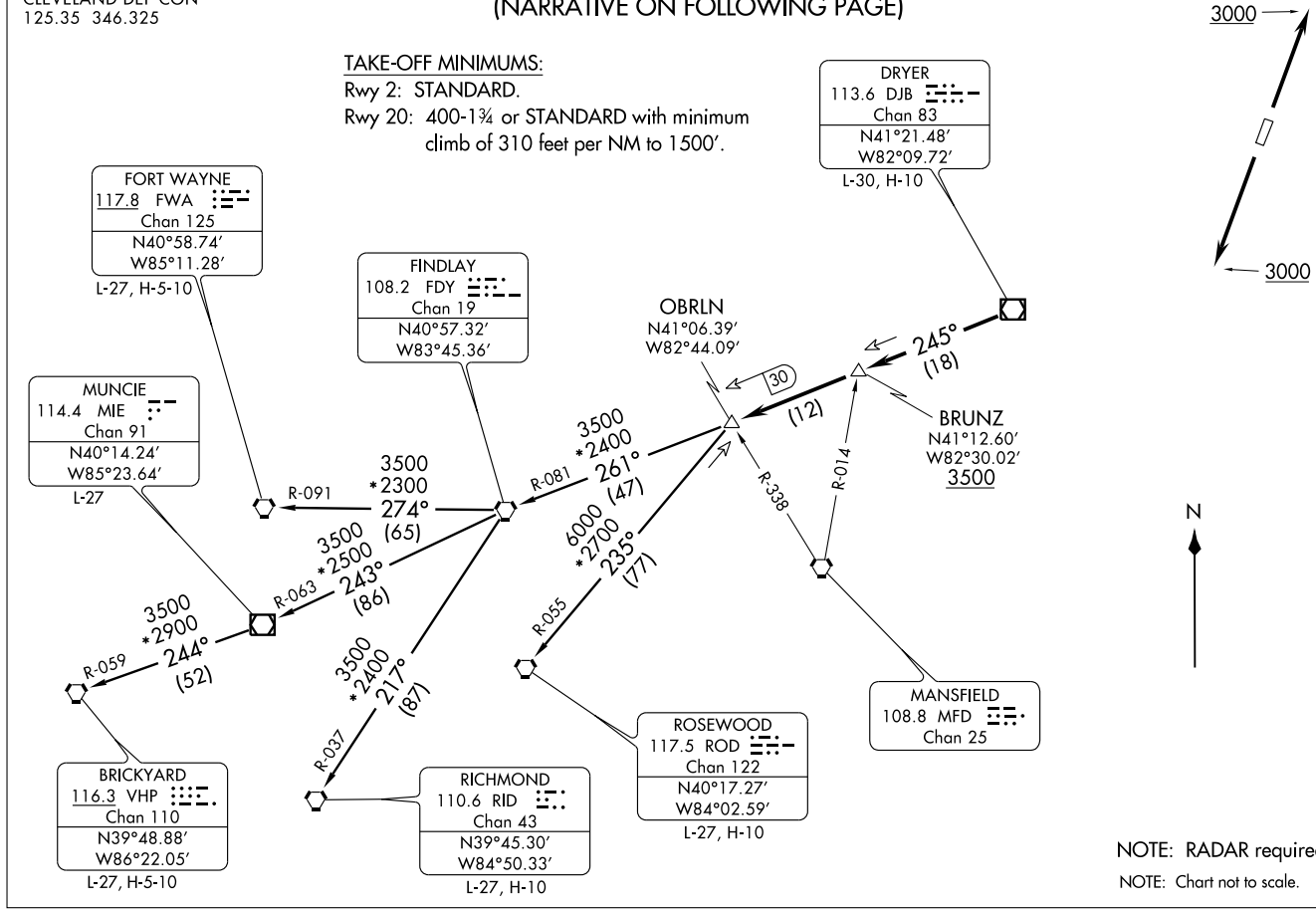
PAINESVILLE / CONCORD AIRPARK (2G1)

PAINESVILLE, OHIO

CLEVELAND DEP CON
125.35 346.325

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500′.



(OBRLN2.OBRLN) 09183

OBRLN TWO DEPARTURE

SL-5432 (FAA)

PAINESVILLE / CONCORD AIRPARK (2G1)

PAINESVILLE, OHIO

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000, thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 2: Numerous trees beginning 503′ from DER, 146′ left of centerline, up to 100′ AGL/1039′ MSL.
Rwy 20: Numerous trees beginning 544′ from DER, 25′ right of centerline, up to 200′ AGL/1349′ MSL.
Tower 1.2 NM from DER, 2020′ right of centerline, 114′ AGL/1223′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

PAINESVILLE / CONCORD AIRPARK (2G1)

PAINESVILLE, OHIO

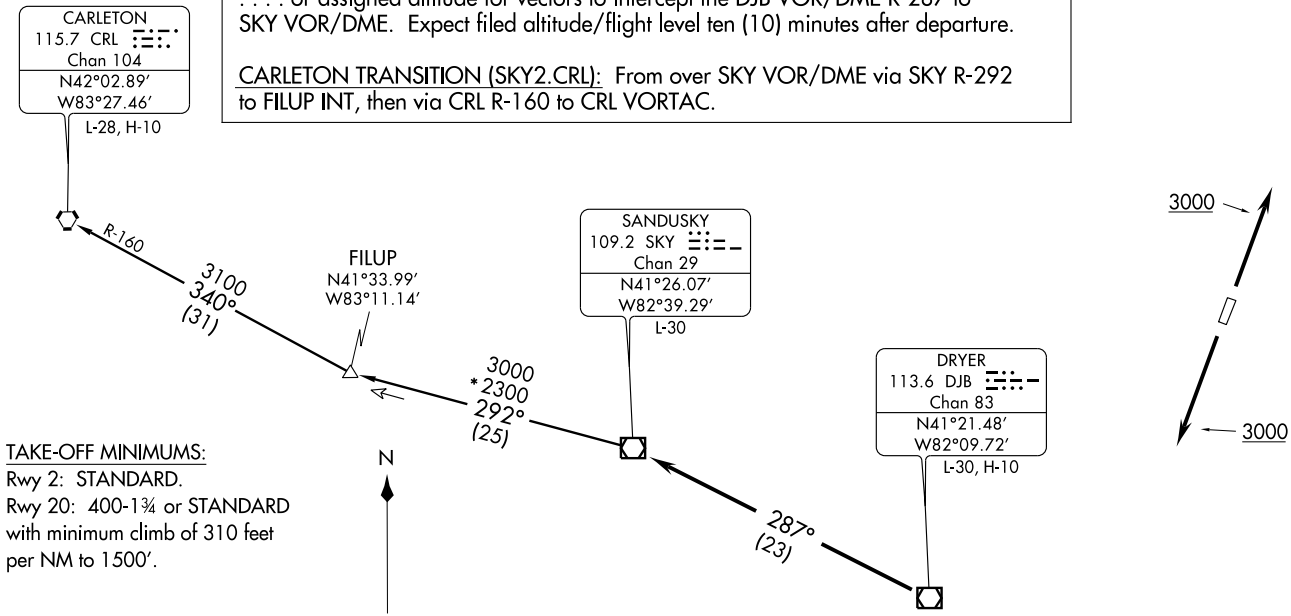
CLEVELAND DEP CON
125.35 346.325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 20: Climb via assigned heading to 3000 thence . . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-287 to SKY VOR/DME. Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (SKY2.CRL): From over SKY VOR/DME via SKY R-292 to FILUP INT, then via CRL R-160 to CRL VORTAC.



TAKE-OFF MINIMUMS:
Rwy 2: STANDARD.
Rwy 20: 400-1¾ or STANDARD with minimum climb of 310 feet per NM to 1500'.

TAKE-OFF OBSTACLES:
Rwy 2: Numerous trees beginning 503' from DER, 146' left of centerline, up to 100' AGL/1039' MSL.
Rwy 20: Numerous trees beginning 544' from DER, 25' right of centerline, up to 200' AGL/1349' MSL.
Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only
NOTE: Chart not to scale.

(SKY2.SKY) 09183

SANDUSKY TWO DEPARTURE

SL-5432 (FAA)

PAINESVILLE / CONCORD AIRPARK (2G1)

PAINESVILLE, OHIO

VOR/DME CXR	APP CRS	Rwy Idg	N/A
112.7	355°	TDZE	N/A
Chan 74		Apt Elev	999

VOR or GPS-A

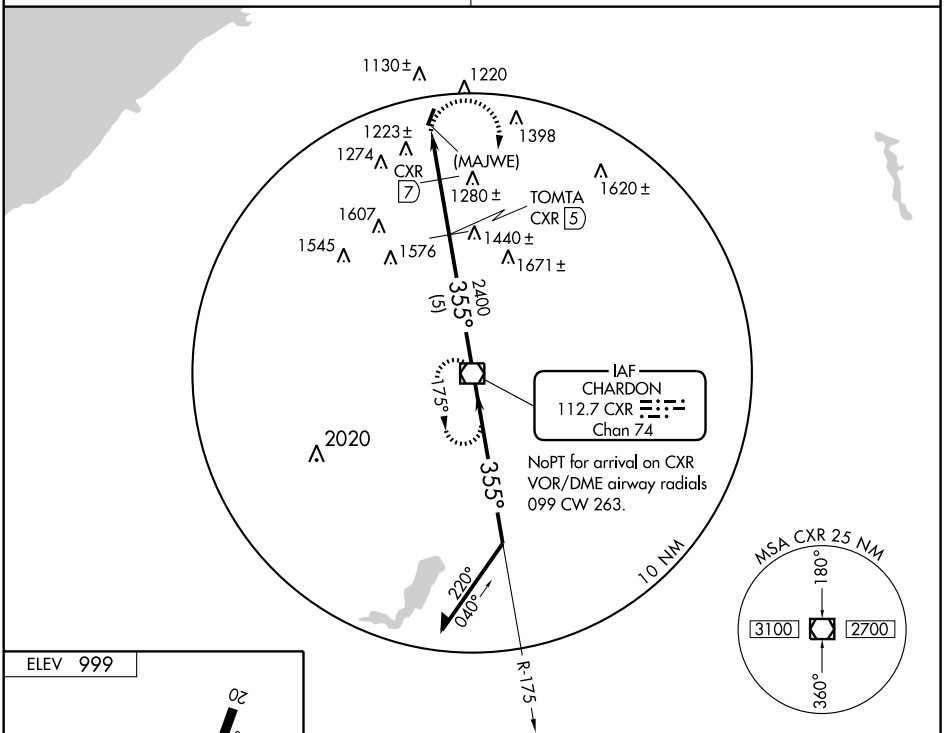
PAINESVILLE/ CONCORD AIRPARK (2G1)

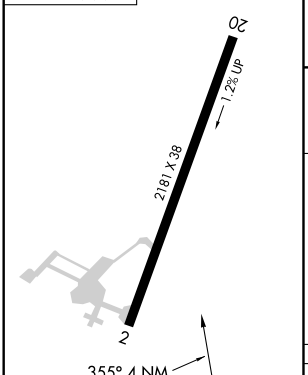
Procedure not authorized at night.
NA Use Cleveland-Hopkins altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct CXR VOR/DME and hold.

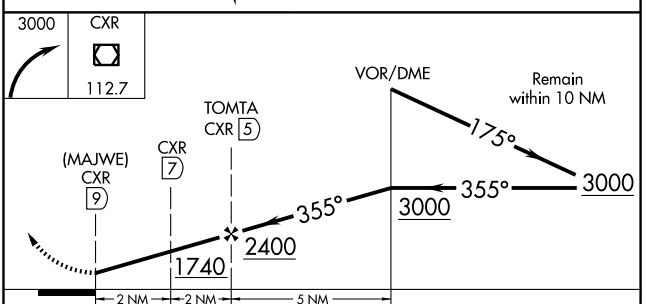
CLEVELAND APP CON
125.35 354.025

UNICOM
122.8 (CTAF)





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

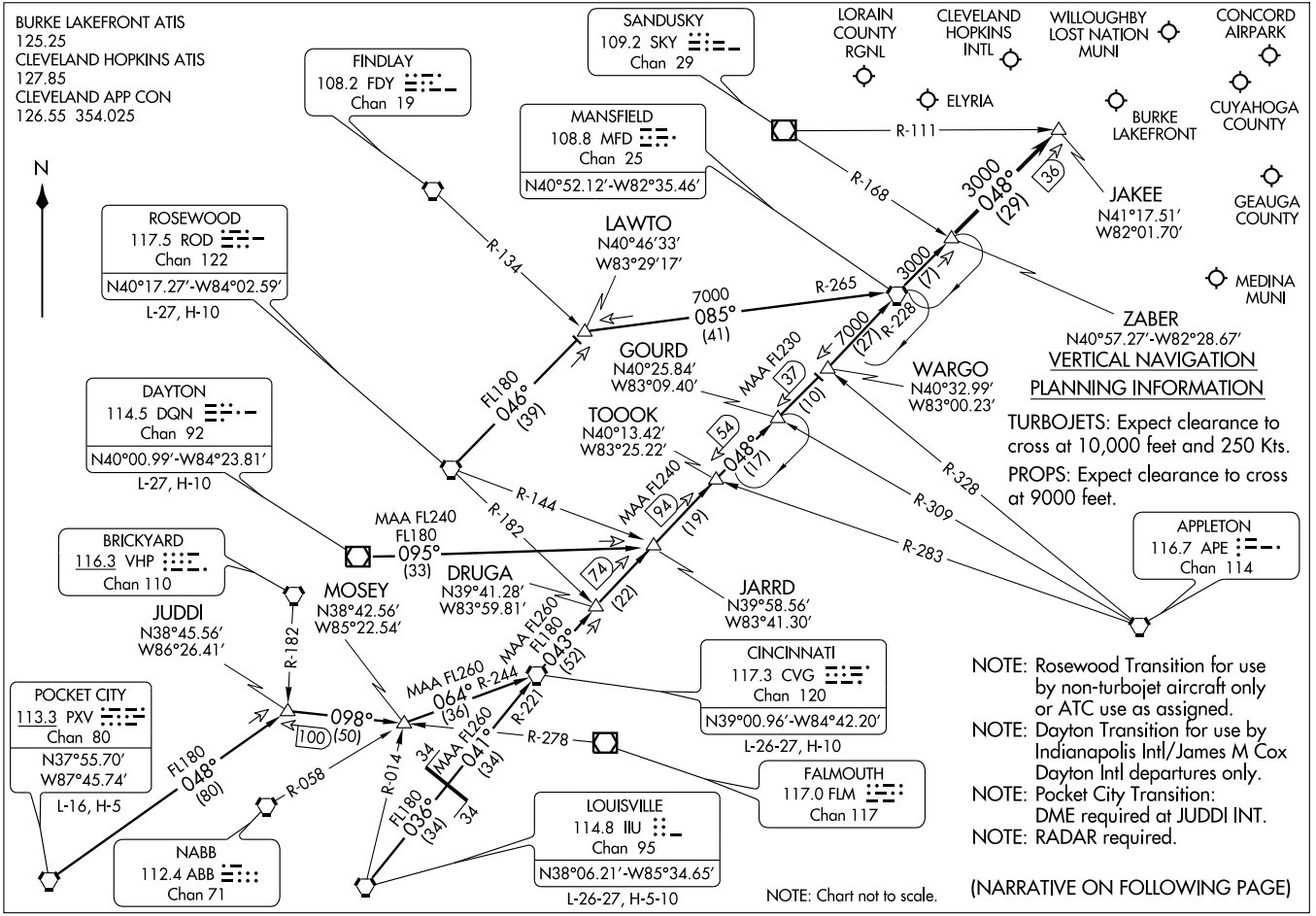


CATEGORY	A	B	C	D
CIRCLING	1740-1 741 (800-1)	1740-1¼ 741 (800-1¼)	1740-2¼ 741 (800-2¼)	NA
DME MINIMUMS				
CIRCLING	1640-1 641 (700-1)		1640-1¾ 641 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

PHILLIPSBURG (3I7) 0 N UTC−5(−4DT) N39°54.80′ W84°24.03′ **CINCINNATI**
1031 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 03–21: H3000X40 (ASPH) LIRL **IAP**
RWY 03: REIL. Thld dsplcd 130′. Tree. **RWY 21:** REIL. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Arpt CLOSED to helicopter training. Do not fly over school 2100′ S of arpt in line with rwy. Rwy 03–21 2416′ lgtd between dsplcd thlds only.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP CON** 134.45 (181°–359°) Ⓡ**DAYTON DEP CON** 134.45 (181°–359°) 118.0
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 183° 6.2 NM to fld. 990/1W. **HIWAS.**

PICKAWAY CO MEM (See CIRCLEVILLE)

PICKL N39°52.86′ W82°50.17′. NOTAM FILE LCK. **CINCINNATI**
NDB (LOM) 376 LC 231° 5.9 NM to Rickenbacker Intl.

PIKE CO (See WAVERLY)

PIQUA AIRPORT–HARTZELL FLD (I17) 3 NW UTC−5(−4DT) N40°09.88′ W84°18.51′ **DETROIT**
994 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**
RWY 08–26: H3997X75 (ASPH) S–30, D–36 MIRL **IAP**
RWY 08: REIL. Tree. **RWY 26:** REIL. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel avbl 24 hrs—credit card. Propeller repairs avbl. Aerobatic box lctd within 1 NM radius of arpt surface to 4500′ MSL SR–SS. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
ROSEWOOD RCO 122.1R, 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°) 134.45 (181°–359°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 026° 9.8 NM to fld. 990/1W. **HIWAS.**
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 244° 14.3 NM to fld. 1080/5W.

PORTAGE CO (See RAVENNA)

PORT BUCYRUS–CRAWFORD CO (See BUCYRUS)

PORT CLINTON N41°31.12′ W82°52.12′ NOTAM FILE CLE. **DETROIT**
NDB (MHW) 423 PCW at Carl R Keller Fld. **L–30F**

PORT CLINTON

CARL R KELLER FLD (PCW) 3 E UTC−5(−4DT) N41°30.98′ W82°52.17′ **DETROIT**
590 B **FUEL** 100LL, JET A NOTAM FILE CLE **H–10G, L–30F**
RWY 09–27: H5646X100 (ASPH) S–16, MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.5° TCH 31′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 4° TCH 28′. Thld dsplcd 201′. Trees.
RWY 18–36: H4001X75 (ASPH) MIRL
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1300–2300Z‡. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (419) 734–9955
COMMUNICATIONS: CTAF/UNICOM 122.8
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 301° 10.9 NM to fld. 580/4W.
PORT CLINTON NDB (MHW) 423 PCW N41°31.12′ W82°52.12′ at fld.
COMM/NAV/WEATHER REMARKS: AWOS–3 ceiling unreliable.

PORT COLUMBUS INTL (See COLUMBUS)

PORTSMOUTH N38°46.91′ W82°50.67′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 373 PMH 002° 3.5 NM to Greater Portsmouth Rgnl. VFR only. **L–22E**

VOR/DME DQN	APP CRS	Rwy Idg	3000
114.5	182°	TDZE	1031
Chan 92		Apt Elev	1031

VOR or GPS RWY 21

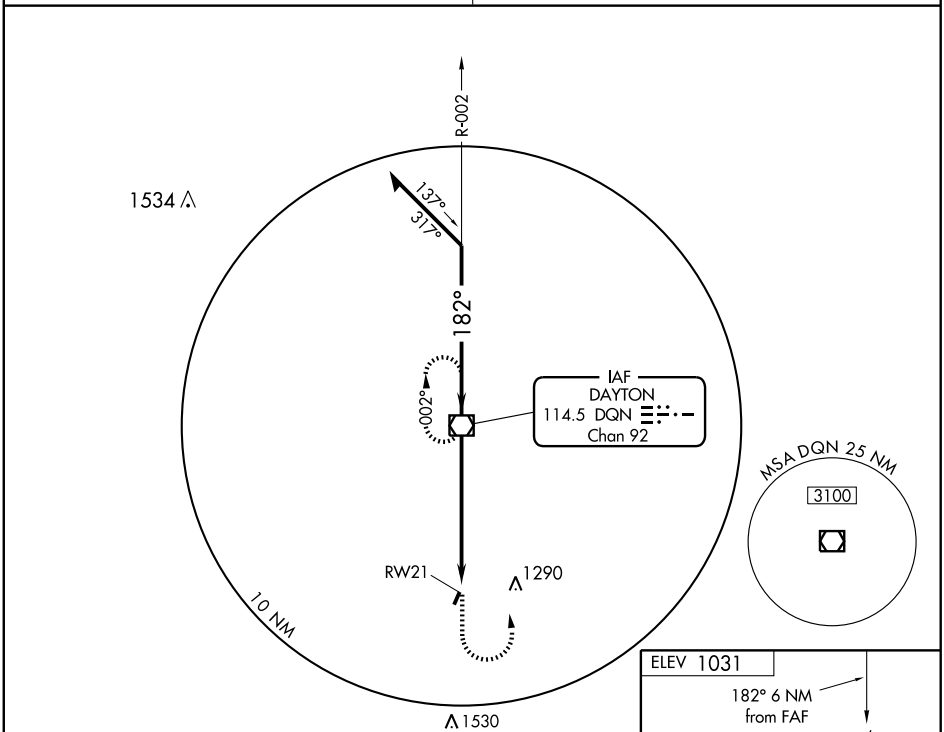
PHILLIPSBURG (3I7)

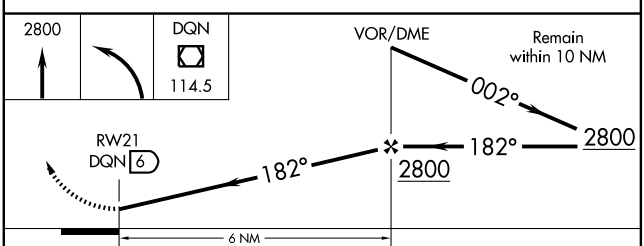
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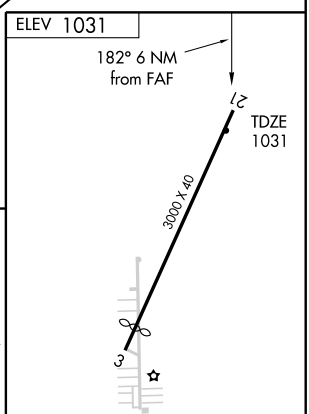
Use Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct DQN VOR/DME and hold.

DAYTON APP CON	UNICOM
134.45 352.05	122.7 (CTAF)







LIRL Rwy 3-21
REIL Rwys 3 and 21

CATEGORY	A	B	C	D
S-21	1420-1 389 (400-1)			NA
CIRCLING	1540-1 509 (600-1)		1540-1½ 509 (600-1½)	NA

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PHILLIPSBURG (3I7) 0 N UTC−5(−4DT) N39°54.80′ W84°24.03′ **CINCINNATI**
1031 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 03–21: H3000X40 (ASPH) LIRL **IAP**
RWY 03: REIL. Thld dsplcd 130′. Tree. **RWY 21:** REIL. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Arpt CLOSED to helicopter training. Do not fly over school 2100′ S of arpt in line with rwy. Rwy 03–21 2416′ lgtd between dsplcd thlds only.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP CON** 134.45 (181°–359°) Ⓡ**DAYTON DEP CON** 134.45 (181°–359°) 118.0
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 183° 6.2 NM to fld. 990/1W. **HIWAS.**

PICKAWAY CO MEM (See CIRCLEVILLE)

PICKL N39°52.86′ W82°50.17′. NOTAM FILE LCK. **CINCINNATI**
NDB (LOM) 376 LC 231° 5.9 NM to Rickenbacker Intl.

PIKE CO (See WAVERLY)

PIQUA AIRPORT–HARTZELL FLD (I17) 3 NW UTC−5(−4DT) N40°09.88′ W84°18.51′ **DETROIT**
994 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**
RWY 08–26: H3997X75 (ASPH) S–30, D–36 MIRL **IAP**
RWY 08: REIL. Tree. **RWY 26:** REIL. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel avbl 24 hrs—credit card. Propeller repairs avbl. Aerobatic box lctd within 1 NM radius of arpt surface to 4500′ MSL SR–SS. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
ROSEWOOD RCO 122.1R, 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°) 134.45 (181°–359°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 026° 9.8 NM to fld. 990/1W. **HIWAS.**
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 244° 14.3 NM to fld. 1080/5W.

PORTAGE CO (See RAVENNA)

PORT BUCYRUS–CRAWFORD CO (See BUCYRUS)

PORT CLINTON N41°31.12′ W82°52.12′ NOTAM FILE CLE. **DETROIT**
NDB (MHW) 423 PCW at Carl R Keller Fld. **L–30F**

PORT CLINTON

CARL R KELLER FLD (PCW) 3 E UTC−5(−4DT) N41°30.98′ W82°52.17′ **DETROIT**
590 B **FUEL** 100LL, JET A NOTAM FILE CLE **H–10G, L–30F**
RWY 09–27: H5646X100 (ASPH) S–16, MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.5° TCH 31′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 4° TCH 28′. Thld dsplcd 201′. Trees.
RWY 18–36: H4001X75 (ASPH) MIRL
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1300–2300Z‡. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (419) 734–9955
COMMUNICATIONS: CTAF/UNICOM 122.8
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 301° 10.9 NM to fld. 580/4W.
PORT CLINTON NDB (MHW) 423 PCW N41°31.12′ W82°52.12′ at fld.
COMM/NAV/WEATHER REMARKS: AWOS–3 ceiling unreliable.

PORT COLUMBUS INTL (See COLUMBUS)

PORTSMOUTH N38°46.91′ W82°50.67′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 373 PMH 002° 3.5 NM to Greater Portsmouth Rgnl. VFR only. **L–22E**

APP CRS	Rwy Idg	3997
081°	TDZE	994
	Apt Elev	994

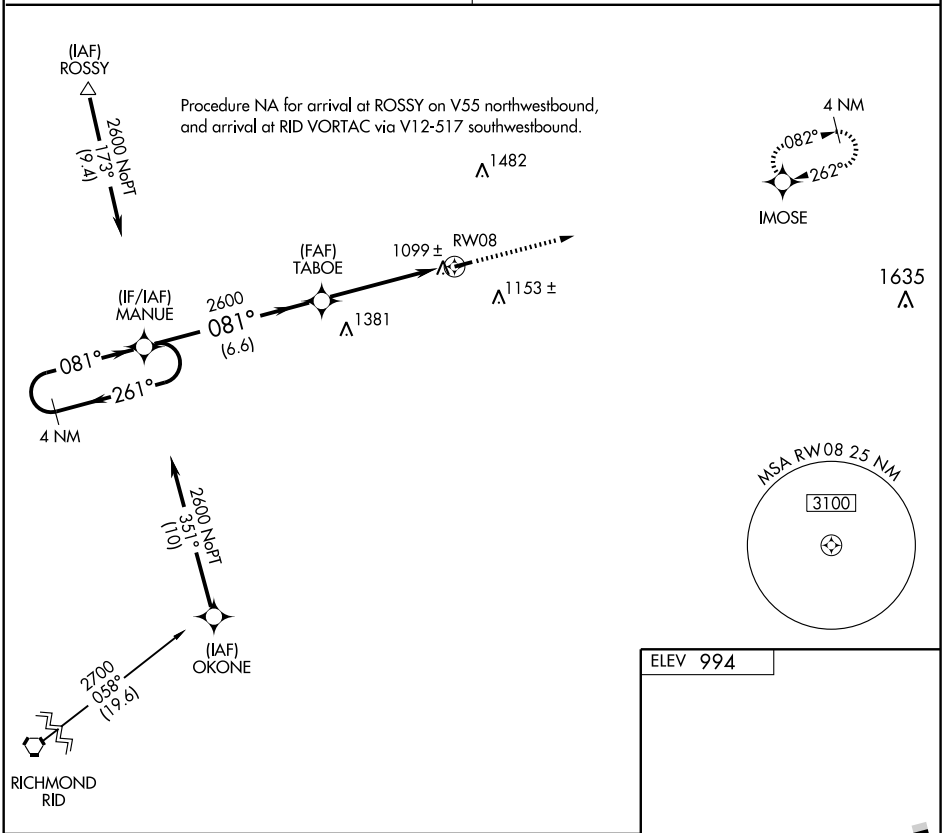
RNAV (GPS) RWY 8

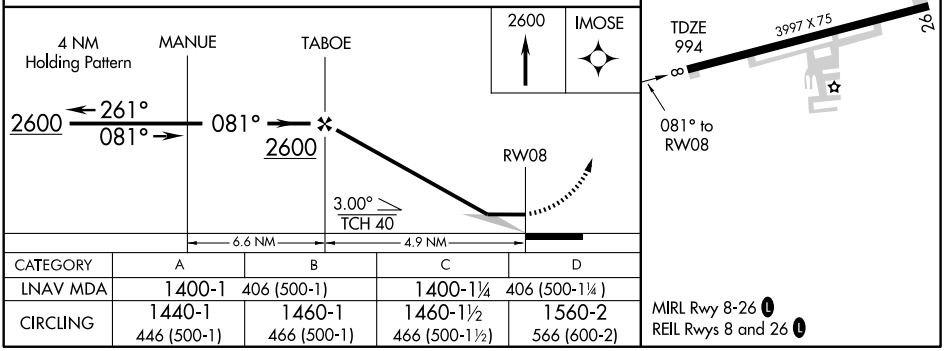
PIQUA AIRPORT-HARTZELL FIELD (I17)

NA — Use James M. Cox Dayton Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct IMOSE WP and hold.

DAYTON APP CON	UNICOM
118.425 134.45 294.5 352.05	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1	406 (500-1)	1400-1¼	406 (500-1¼)
CIRCLING	1440-1 446 (500-1)	1460-1 466 (500-1)	1460-1½ 466 (500-1½)	1560-2 566 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

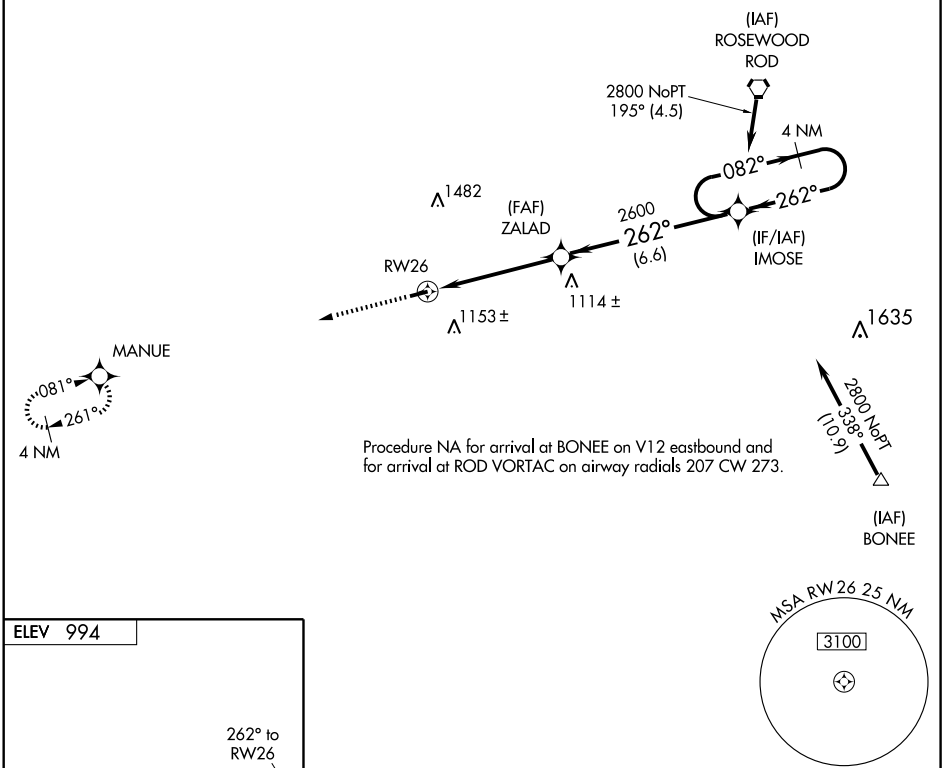
APP CRS	Rwy Idg	3997
262°	TDZE	987
	Apt Elev	994

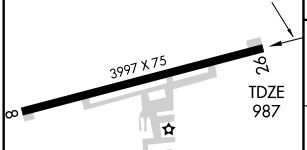
RNAV (GPS) RWY 26

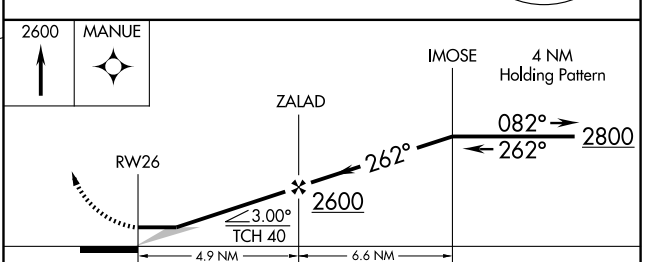
PIQUA AIRPORT-HARTZELL FIELD (I17)

NA	Use James M. Cox Dayton Intl altimeter setting. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct MANUE WP and hold.

DAYTON APP CON	UNICOM
118.425 134.45 294.5 352.05	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1500-1	513 (600-1)	1500-1½ 513 (600-1½)	1500-1¾ 513 (600-1¾)
CIRCLING	1500-1	506 (600-1)	1500-1½ 506 (600-1½)	1560-2 566 (600-2)

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME DQN	APP CRS	Rwy Idg	N/A
114.5	025°	TDZE	N/A
Chan 92		Apt Elev	994

VOR-A

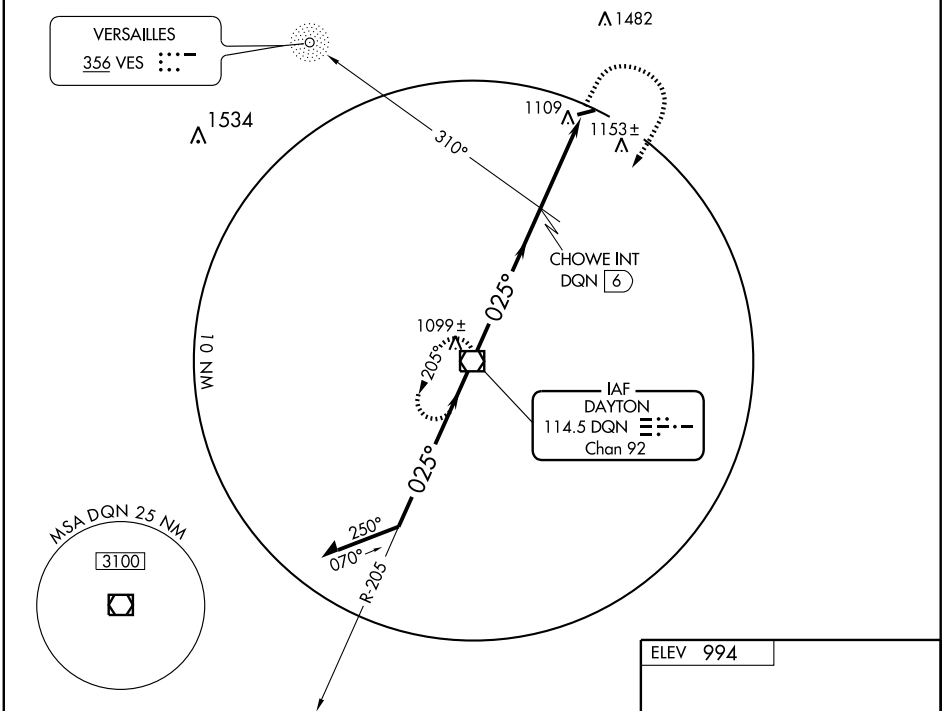
PIQUA AIRPORT-HARTZELL FIELD (I17)

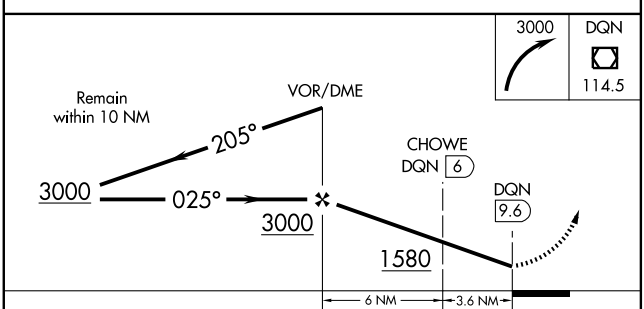
NA — Use James M. Cox Dayton Intl altimeter setting.

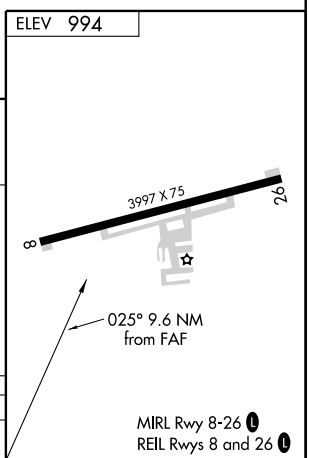
MISSED APPROACH: Climbing right turn to 3000 direct DQN VOR/DME and hold.

DAYTON APP CON
118.425 134.45 294.5 352.05

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1580-1 586 (600-1)		1580-1½ 586 (600-1½)	1580-2 586 (600-2)
CHOWE FIX MINIMUMS				
CIRCLING	1460-1 466 (500-1)		1460-1½ 466 (500-1½)	1560-2 566 (600-2)

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ROD	APP CRS	Rwy Idg	3997
117.5	243°	TDZE	987
Chan 122		Apt Elev	994

VOR RWY 26

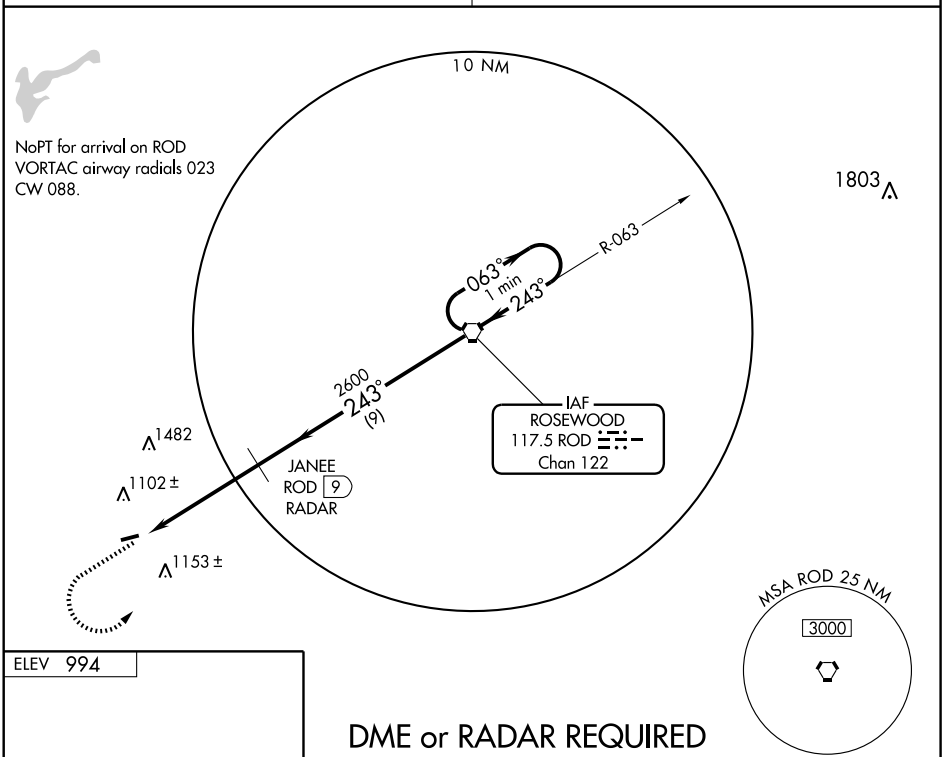
PIQUA AIRPORT-HARTZELL FIELD (I17)

NA Use James M. Cox Dayton Intl altimeter setting.

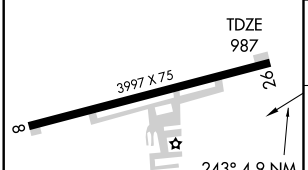
MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

DAYTON APP CON
118.425 134.45 294.5 352.05

UNICOM
123.0 (CTAF) L



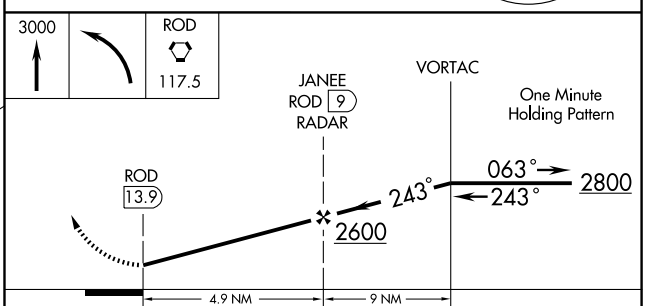
ELEV 994



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-26	1500-1	513 (600-1)	1500-1½ 513 (600-1½)	1500-1¾ 513 (600-1¾)
CIRCLING	1500-1	506 (600-1)	1500-1½ 506 (600-1½)	1560-2 565 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PHILLIPSBURG (3I7) 0 N UTC−5(−4DT) N39°54.80′ W84°24.03′ **CINCINNATI**
1031 B S4 **FUEL** 100LL NOTAM FILE DAY **L–27E**
RWY 03–21: H3000X40 (ASPH) LIRL **IAP**
RWY 03: REIL. Thld dsplcd 130′. Tree. **RWY 21:** REIL. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Arpt CLOSED to helicopter training. Do not fly over school 2100′ S of arpt in line with rwy. Rwy 03–21 2416′ lgtd between dsplcd thlds only.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP CON** 134.45 (181°–359°) Ⓡ**DAYTON DEP CON** 134.45 (181°–359°) 118.0
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 183° 6.2 NM to fld. 990/1W. **HIWAS.**

PICKAWAY CO MEM (See CIRCLEVILLE)

PICKL N39°52.86′ W82°50.17′. NOTAM FILE LCK. **CINCINNATI**
NDB (LOM) 376 LC 231° 5.9 NM to Rickenbacker Intl.

PIKE CO (See WAVERLY)

PIQUA AIRPORT–HARTZELL FLD (I17) 3 NW UTC−5(−4DT) N40°09.88′ W84°18.51′ **DETROIT**
994 B **FUEL** 100LL, JET A1+ NOTAM FILE DAY **L–27E**
RWY 08–26: H3997X75 (ASPH) S–30, D–36 MIRL **IAP**
RWY 08: REIL. Tree. **RWY 26:** REIL. Tree.
AIRPORT REMARKS: Attended 1300–2200Z‡. Fuel avbl 24 hrs—credit card. Propeller repairs avbl. Aerobatic box lctd within 1 NM radius of arpt surface to 4500′ MSL SR–SS. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
ROSEWOOD RCO 122.1R, 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°) 134.45 (181°–359°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 026° 9.8 NM to fld. 990/1W. **HIWAS.**
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 244° 14.3 NM to fld. 1080/5W.

PORTAGE CO (See RAVENNA)

PORT BUCYRUS–CRAWFORD CO (See BUCYRUS)

PORT CLINTON N41°31.12′ W82°52.12′ NOTAM FILE CLE. **DETROIT**
NDB (MHW) 423 PCW at Carl R Keller Fld. **L–30F**

PORT CLINTON

CARL R KELLER FLD (PCW) 3 E UTC−5(−4DT) N41°30.98′ W82°52.17′ **DETROIT**
590 B **FUEL** 100LL, JET A NOTAM FILE CLE **H–10G, L–30F**
RWY 09–27: H5646X100 (ASPH) S–16, MIRL **IAP**
RWY 09: REIL. PAPI(P4L)—GA 3.5° TCH 31′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 4° TCH 28′. Thld dsplcd 201′. Trees.
RWY 18–36: H4001X75 (ASPH) MIRL
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1300–2300Z‡. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36; REIL Rwy 09 and Rwy 27; PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (419) 734–9955
COMMUNICATIONS: CTAF/UNICOM 122.8
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ 301° 10.9 NM to fld. 580/4W.
PORT CLINTON NDB (MHW) 423 PCW N41°31.12′ W82°52.12′ at fld.
COMM/NAV/WEATHER REMARKS: AWOS–3 ceiling unreliable.

PORT COLUMBUS INTL (See COLUMBUS)

PORTSMOUTH N38°46.91′ W82°50.67′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 373 PMH 002° 3.5 NM to Greater Portsmouth Rgnl. VFR only. **L–22E**

NDB PCW 423	APP CRS 276°	Rwy Idg 5445 TDZE 588 Apt Elev 590

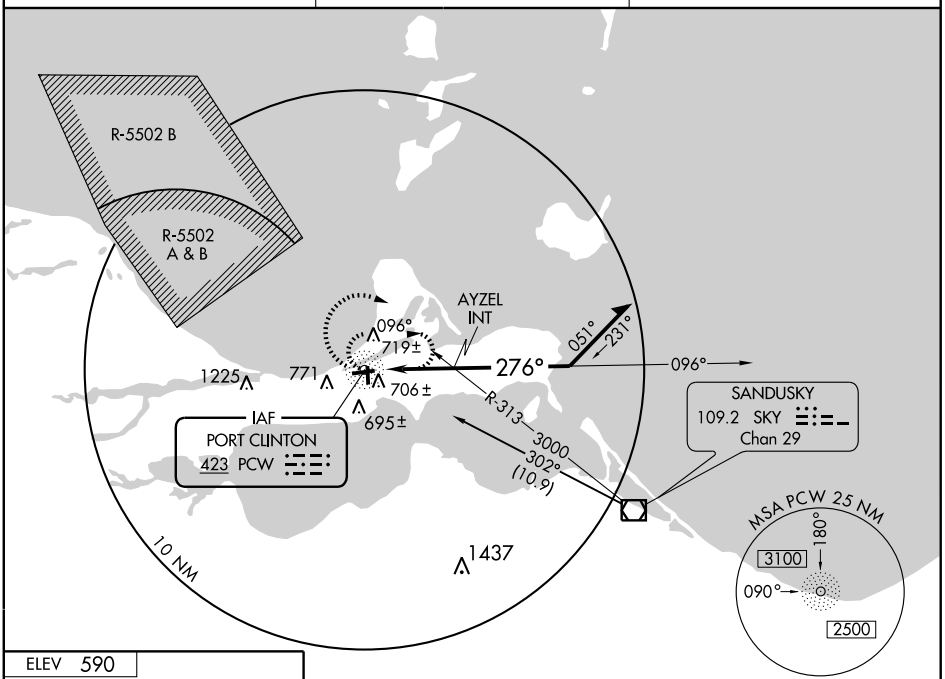
NDB RWY 27

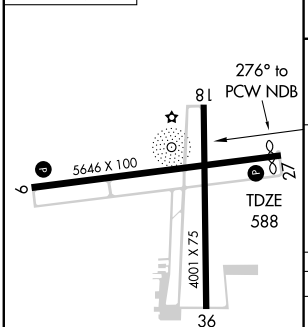
PORT CLINTON / CARL R. KELLER FIELD (PCW)

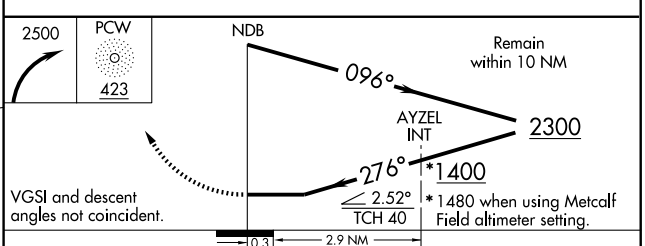
▼ Visibility reduction by helicopters NA.
⚠ NA When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 in PCW NDB holding pattern.

AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 810 (900-1)	1400-1¼ 810 (900-1¼)	1400-2½ 810 (900-2½)	1400-2¾ 810 (900-2¾)
AYZEL FIX MINIMUMS				
S-27	1060-1	472 (500-1)	1060-1¼ 472 (500-1¼)	1060-1½ 472 (500-1½)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5646
090°	TDZE	590
	Apt Elev	590

RNAV (GPS) RWY 9

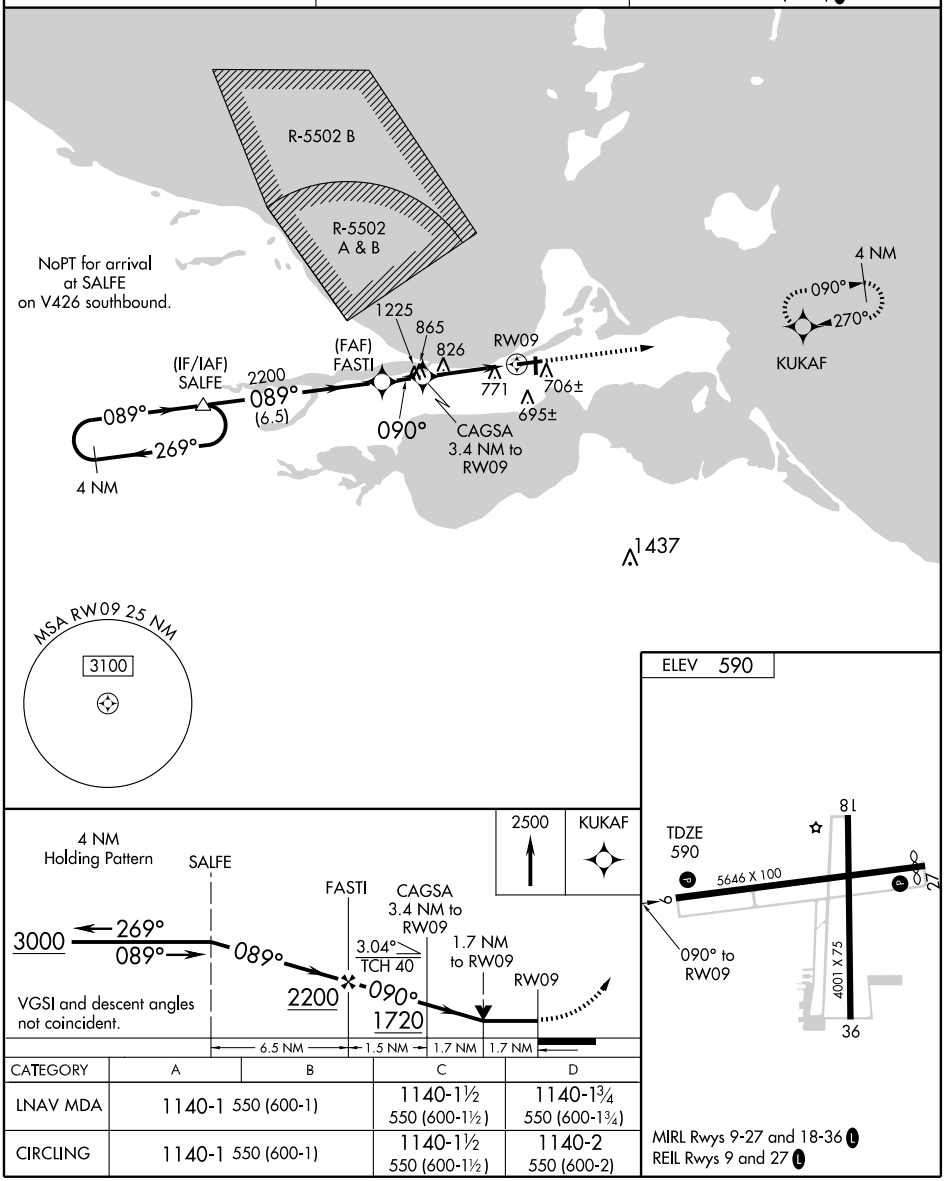
PORT CLINTON/CARL R. KELLER FIELD (PCW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet, increase LNAV visibility Cat C and D ¼ mile, and Circling visibility Cat C ¼ mile. VDP NA when using Metcalf Field altimeter setting.

NA

MISSED APPROACH: Climb to 2500 direct KUKAF and hold.

AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-1¾ 550 (600-1¾)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5445
CH 58012	270°	TDZE	588
W27A		Apt Elev	590

RNAV (GPS) RWY 27

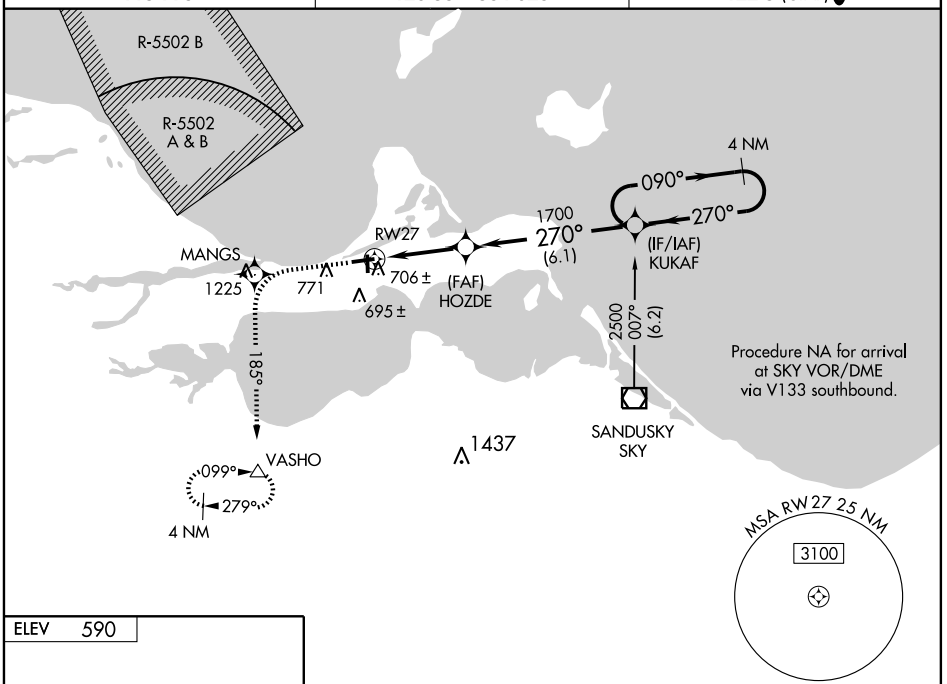
PORT CLINTON/CARL R. KELLER FIELD (PCW)

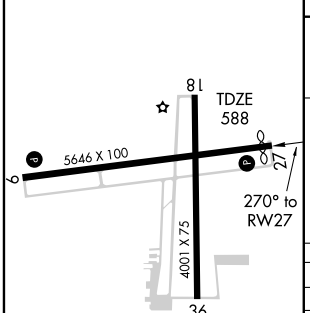
Baro-VNAV NA when using Metcalf Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Metcalf Field altimeter setting and increase all DA 69 feet, and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV visibility Cat C and D ¼ mile, and Circling visibility Cat C ¼ mile.

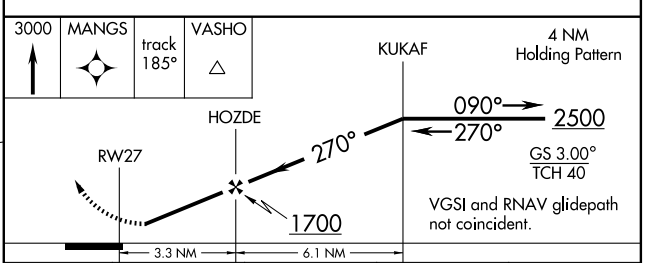
NA

MISSED APPROACH: Climb to 3000 direct MANGS and via track 185° to VASHO and hold, continue climb-in-hold to 3000.

AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	910-1¼ 322 (400-1¼)			
LNAV/VNAV DA	956-1¼ 368 (400-1¼)			
LNAV MDA	980-1 392 (400-1)			980-1¼ 392 (400-1¼)
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SKY 109.2 Chan 29	APP CRS 301°	Rwy Idg N/A TDZE N/A Apt Elev 590

VOR/DME-A

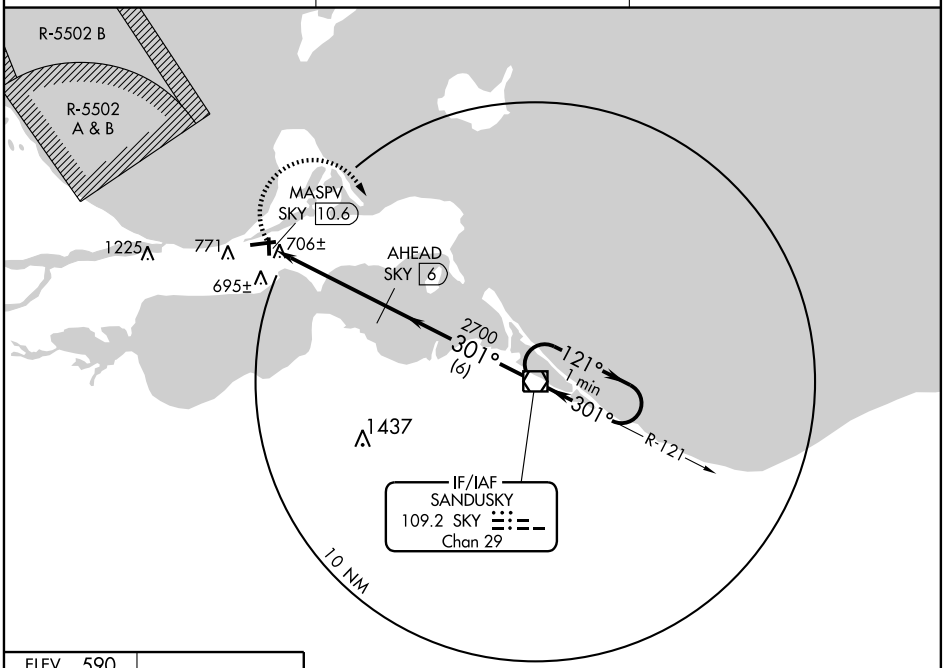
PORT CLINTON/CARL R. KELLER FIELD (PCW)

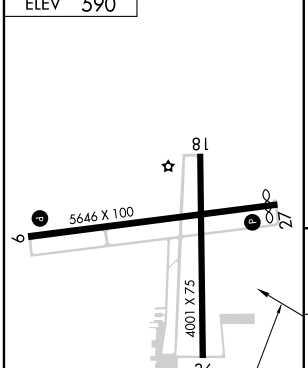
When local altimeter setting not received, use Metcalf Field altimeter setting and increase all MDA 80 feet, and visibility Cat C ¼ mile.

NA

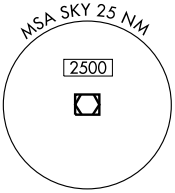
MISSED APPROACH: Climbing right turn to 3000 direct SKY VOR/DME and hold.

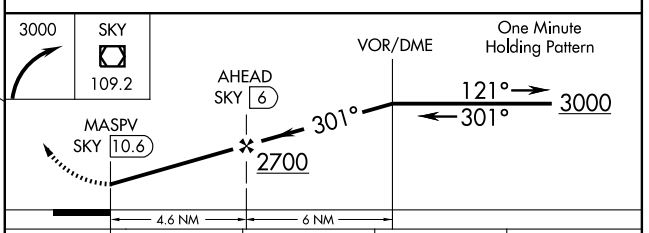
AWOS-3	CLEVELAND APP CON	UNICOM
118.775	126.35 354.025	122.8 (CTAF) L





NoPT for arrival at SKY VOR/DME on airway radials 105 CW 179.





CATEGORY	A	B	C	D
CIRCLING	1140-1 550 (600-1)		1140-1½ 550 (600-1½)	1140-2 550 (600-2)

MIRL Rwys 9-27 and 18-36 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PORTSMOUTH

GREATER PORTSMOUTH RGNL (PMH) 10 NE UTC−5(−4DT) N38°50.43′ W82°50.84′ — CINCINNATI H–10G, L–26G IAP

663 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY

RWY 18–36: H5001X100 (ASPH) S–30, D–42, 2D–70 MIRL

RWY 18: REIL. PAPI(P4L) TCH 26′. Trees.

RWY 36: REIL. PAPI(P4L) TCH 31′. Tree.

AIRPORT REMARKS: Attended Apr–Dec 1300–0100Z‡, Jan–Mar 1300–0000Z‡. Hill obstruction lgts 460′ abv arpt (1124′ MSL) 1 mile S and 410′ abv arpt (1074′ MSL) ½ mile NW. Acft not visible from one rwy end to another or no line of sight between rwy ends. Rwy 36 REIL OTS indef. Ldg fee for commercial acft waived with fuel purchase. ACTIVATE MIRL Rwy 18–36; REIL Rwys 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS–3 125.175 (740) 820–2500.

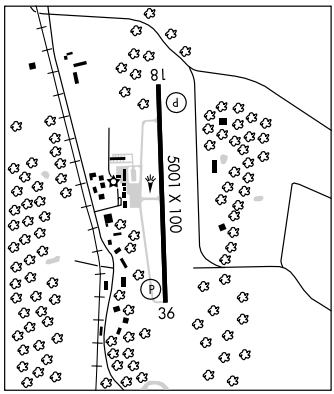
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HUNTINGTON APP/DEP CON** 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 033° 13.3 NM to fld. 1040/5W.

PORTSMOUTH NDB (MHW) 373 PMH N38°46.91′ W82°50.67′ 002° 3.5 NM to fld. NOTAM FILE DAY. VFR only.



PUT IN BAY (3W2) 1 SW UTC−5(−4DT) N41°38.20′ W82°49.70′ — DETROIT

595 NOTAM FILE CLE

RWY 03–21: H2870X75 (ASPH)

RWY 03: Thld dsplcd 452′. Trees. Rgt tfc. **RWY 21:** Thld dsplcd 657′. Trees.

AIRPORT REMARKS: Attended May–Sept 1300–0100Z‡, Oct–Apr 1230–2230Z‡. Acft ops prohibited dusk–dawn. Expect moderate turbulence on departure and approach when wind exceeds 10 knots. Acft lndg Rwy 21 or departing Rwy 03 stay 1000′ clear of Perry's Monument 352′ AGL/942′ MSL 1½ miles NE of arpt. No touch and go ldg; no student training. Parking/ramp fees are collected for all private or commercial acft. All pilots are required to check into the arpt office at the time of arrival. No tiedown ropes provided; please bring your own set. All acft are required to shut down engine(s) prior to enplaning/deplaning passengers.

COMMUNICATIONS: CTAF/UNICOM 122.8

PUTNAM CO (See OTTAWA)

RADNOR

PACKER (5E9) 3 NW UTC−5(−4DT) N40°24.48′ W83°13.16′ — DETROIT

918 S4 **FUEL** 100LL TPA—1818(900) NOTAM FILE DAY

RWY 09–27: 3470X90 (TURF)

RWY 09: Thld dsplcd 120′. Road. **RWY 27:** Trees.

AIRPORT REMARKS: Attended continuously. Rwy 09–27 marked by cones.

COMMUNICATIONS: CTAF 122.9

RAVENNA

PORTAGE CO (29G) 3 N UTC−5(−4DT) N41°12.61′ W81°15.10′ — DETROIT L–30G

1197 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE — IAP

RWY 09–27: H3500X75 (ASPH) MIRL

RWY 09: REIL. Trees. **RWY 27:** REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. 24 hr self svc fuel. Paraglider ops by permit only. Deer on and invof arpt. All areas off rwy surface soft when wet or thawing. ACTIVATE MIRL Rwy 09–27; REIL Rwy 09 and Rwy 27 and PAPI Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.675 (330) 298–9353.

COMMUNICATIONS: CTAF/UNICOM 123.05

AKRON RCO 122.1R, 114.4T (CLEVELAND RADIO)

Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡) **CLNC DEL** 125.65

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 344° 6.5 NM to fld. 1194/4W.

READER–BOTSFORD (See WELLINGTON)

RED STEWART AIRFIELD (See WAYNESVILLE)

WAAS	APP CRS	Rwy Idg	5001
CH 45907	183°	TDZE	663
W18A		Apt Elev	663

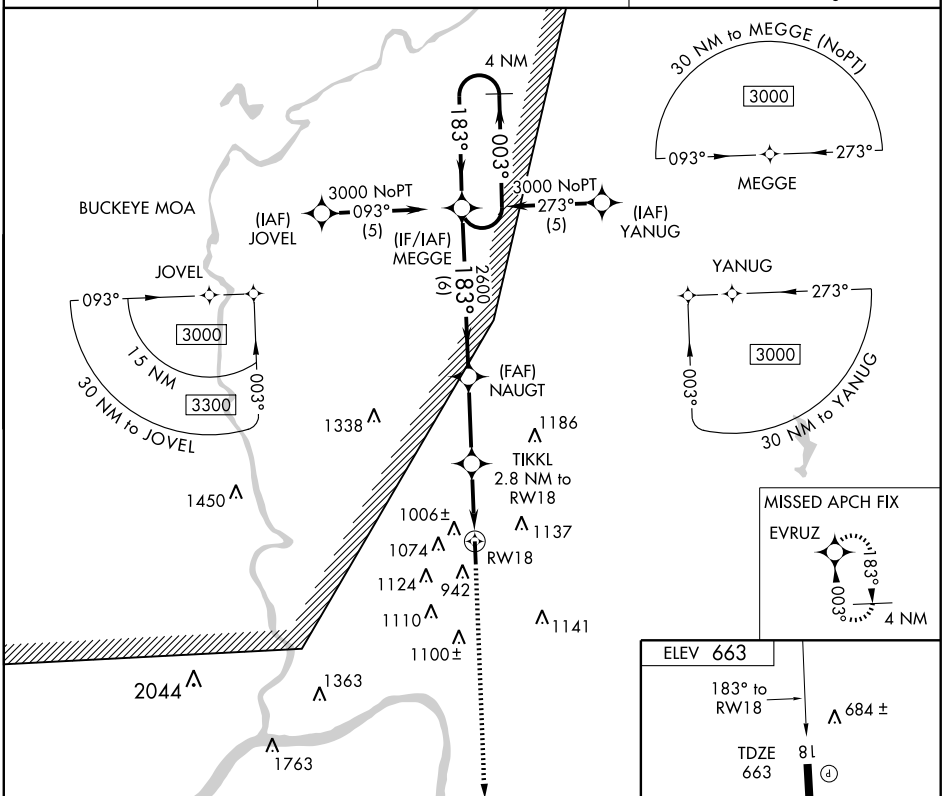
RNAV (GPS) RWY 18

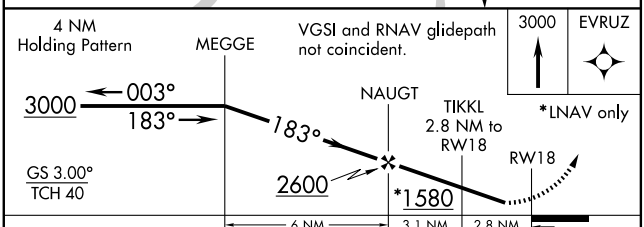
PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat C, D visibility ½ mile and Circling Cat B, D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct EVRUZ and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
125.175	128.4 270.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1010-1¼ 347 (400-1¼)			
LNAV MDA	1260-1 597 (600-1)		1260-1½ 597 (600-1½)	1260-1¾ 597 (600-1¾)
CIRCLING	1320-1 657 (700-1)	1380-1 717 (800-1)	1380-2 717 (800-2)	1440-2½ 777 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5001
CH 70408	003°	TDZE	662
W36A		Apt Elev	663

RNAV (GPS) RWY 36

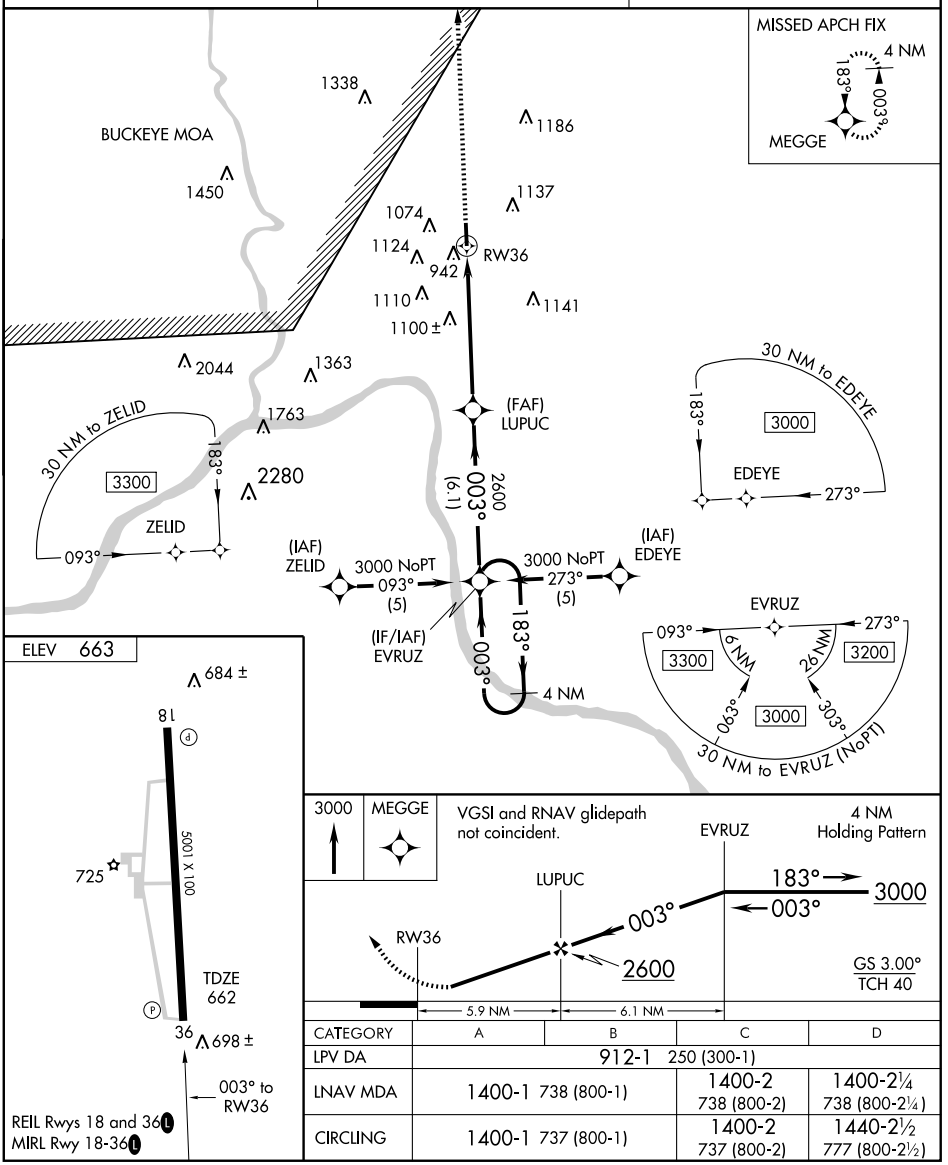
PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat B visibility ¼ mile, Cat C, D visibility ½ mile, and Circling Cat B visibility ¼ mile, Cat C visibility ½ mile and Cat D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3000 direct MEGGE and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
125.175	128.4 270.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	912-1 250 (300-1)			
LNAV MDA	1400-1 738 (800-1)		1400-2 738 (800-2)	1400-2¼ 738 (800-2¼)
CIRCLING	1400-1 737 (800-1)		1400-2 737 (800-2)	1440-2½ 777 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC YRK	APP CRS	Rwy Idg	N/A
112.8	033°	TDZE	N/A
Chan 75		Apt Elev	663

VOR/DME-A

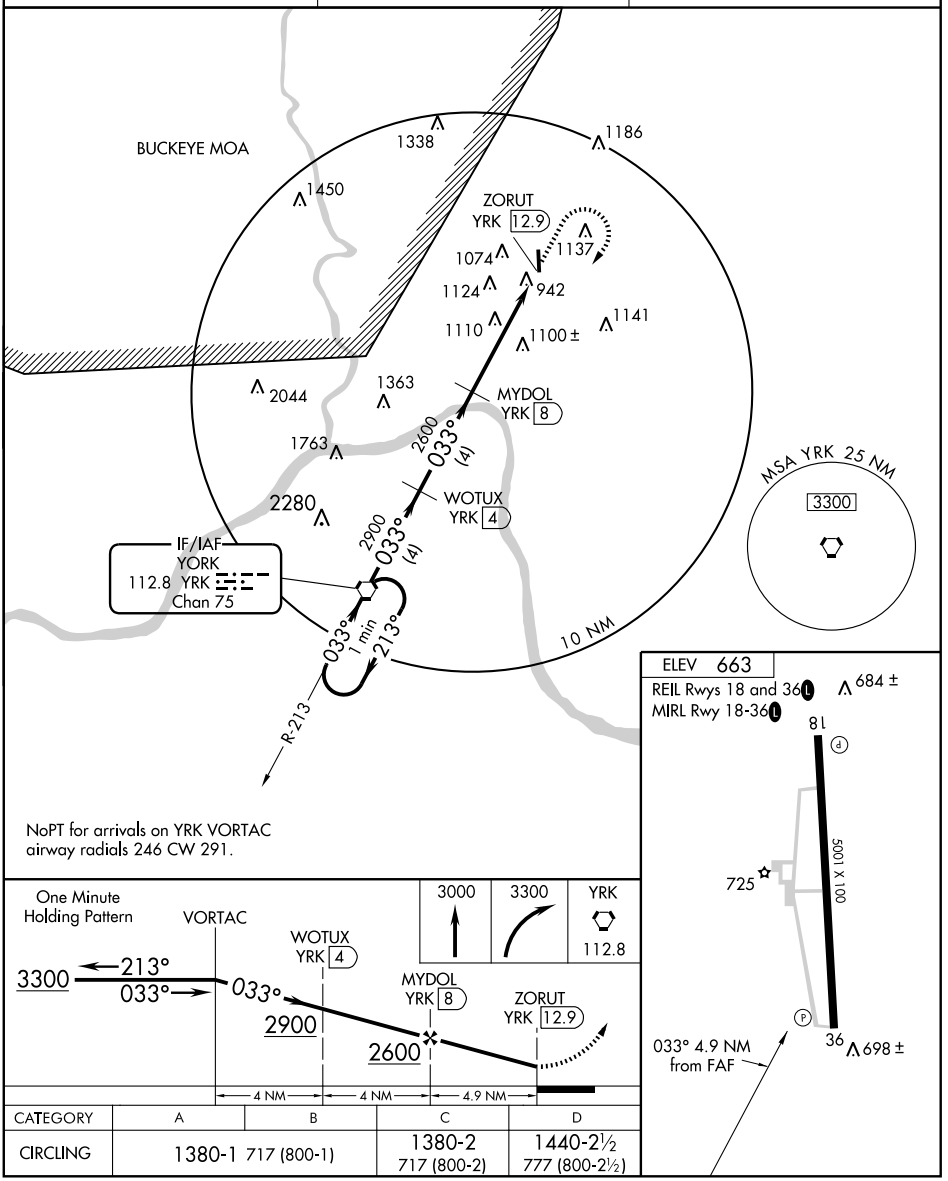
PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 100 feet and increase Cat B, D visibility ¼ mile, Cat C visibility ½ mile.

NA

MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct YRK VORTAC and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
125.175	128.4 270.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1380-1 717 (800-1)		1380-2 717 (800-2)	1440-2½ 777 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

PORTSMOUTH

GREATER PORTSMOUTH RGNL (PMH) 10 NE UTC−5(−4DT) N38°50.43′ W82°50.84′ — CINCINNATI H–10G, L–26G IAP

663 B S4 **FUEL** 100LL, JET A1+ NOTAM FILE DAY

RWY 18–36: H5001X100 (ASPH) S–30, D–42, 2D–70 MIRL

RWY 18: REIL. PAPI(P4L) TCH 26′. Trees.

RWY 36: REIL. PAPI(P4L) TCH 31′. Tree.

AIRPORT REMARKS: Attended Apr–Dec 1300–0100Z‡, Jan–Mar 1300–0000Z‡. Hill obstruction lgts 460′ abv arpt (1124′ MSL) 1 mile S and 410′ abv arpt (1074′ MSL) ½ mile NW. Acft not visible from one rwy end to another or no line of sight between rwy ends. Rwy 36 REIL OTS indef. Ldg fee for commercial acft waived with fuel purchase. ACTIVATE MIRL Rwy 18–36; REIL Rwys 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS–3 125.175 (740) 820–2500.

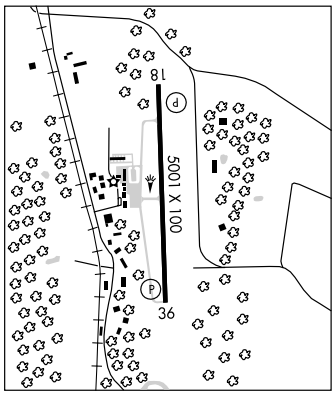
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **HUNTINGTON APP/DEP CON** 128.4

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 033° 13.3 NM to fld. 1040/5W.

PORTSMOUTH NDB (MHW) 373 PMH N38°46.91′ W82°50.67′ 002° 3.5 NM to fld. NOTAM FILE DAY. VFR only.



PUT IN BAY (3W2) 1 SW UTC−5(−4DT) N41°38.20′ W82°49.70′ — DETROIT

595 NOTAM FILE CLE

RWY 03–21: H2870X75 (ASPH)

RWY 03: Thld dsplcd 452′. Trees. Rgt tfc. **RWY 21:** Thld dsplcd 657′. Trees.

AIRPORT REMARKS: Attended May–Sept 1300–0100Z‡, Oct–Apr 1230–2230Z‡. Acft ops prohibited dusk–dawn. Expect moderate turbulence on departure and approach when wind exceeds 10 knots. Acft lndg Rwy 21 or departing Rwy 03 stay 1000′ clear of Perry's Monument 352′ AGL/942′ MSL 1½ miles NE of arpt. No touch and go ldg; no student training. Parking/ramp fees are collected for all private or commercial acft. All pilots are required to check into the arpt office at the time of arrival. No tiedown ropes provided; please bring your own set. All acft are required to shut down engine(s) prior to enplaning/deplaning passengers.

COMMUNICATIONS: CTAF/UNICOM 122.8

PUTNAM CO (See OTTAWA)

RADNOR

PACKER (5E9) 3 NW UTC−5(−4DT) N40°24.48′ W83°13.16′ — DETROIT

918 S4 **FUEL** 100LL TPA—1818(900) NOTAM FILE DAY

RWY 09–27: 3470X90 (TURF)

RWY 09: Thld dsplcd 120′. Road. **RWY 27:** Trees.

AIRPORT REMARKS: Attended continuously. Rwy 09–27 marked by cones.

COMMUNICATIONS: CTAF 122.9

RAVENNA

PORTAGE CO (29G) 3 N UTC−5(−4DT) N41°12.61′ W81°15.10′ — DETROIT L–30G

1197 B S4 **FUEL** 100LL, JET A NOTAM FILE CLE — IAP

RWY 09–27: H3500X75 (ASPH) MIRL

RWY 09: REIL. Trees. **RWY 27:** REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended 1300–2200Z‡. 24 hr self svc fuel. Paraglider ops by permit only. Deer on and invof arpt. All areas off rwy surface soft when wet or thawing. ACTIVATE MIRL Rwy 09–27; REIL Rwy 09 and Rwy 27 and PAPI Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.675 (330) 298–9353.

COMMUNICATIONS: CTAF/UNICOM 123.05

AKRON RCO 122.1R, 114.4T (CLEVELAND RADIO)

Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡) **CLNC DEL** 125.65

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 344° 6.5 NM to fld. 1194/4W.

READER–BOTSFORD (See WELLINGTON)

RED STEWART AIRFIELD (See WAYNESVILLE)

VOR/DME ACO 114.4 Chan 91	APP CRS 269°	Rwy Idg 3500 TDZE 1197 Apt Elev 1197

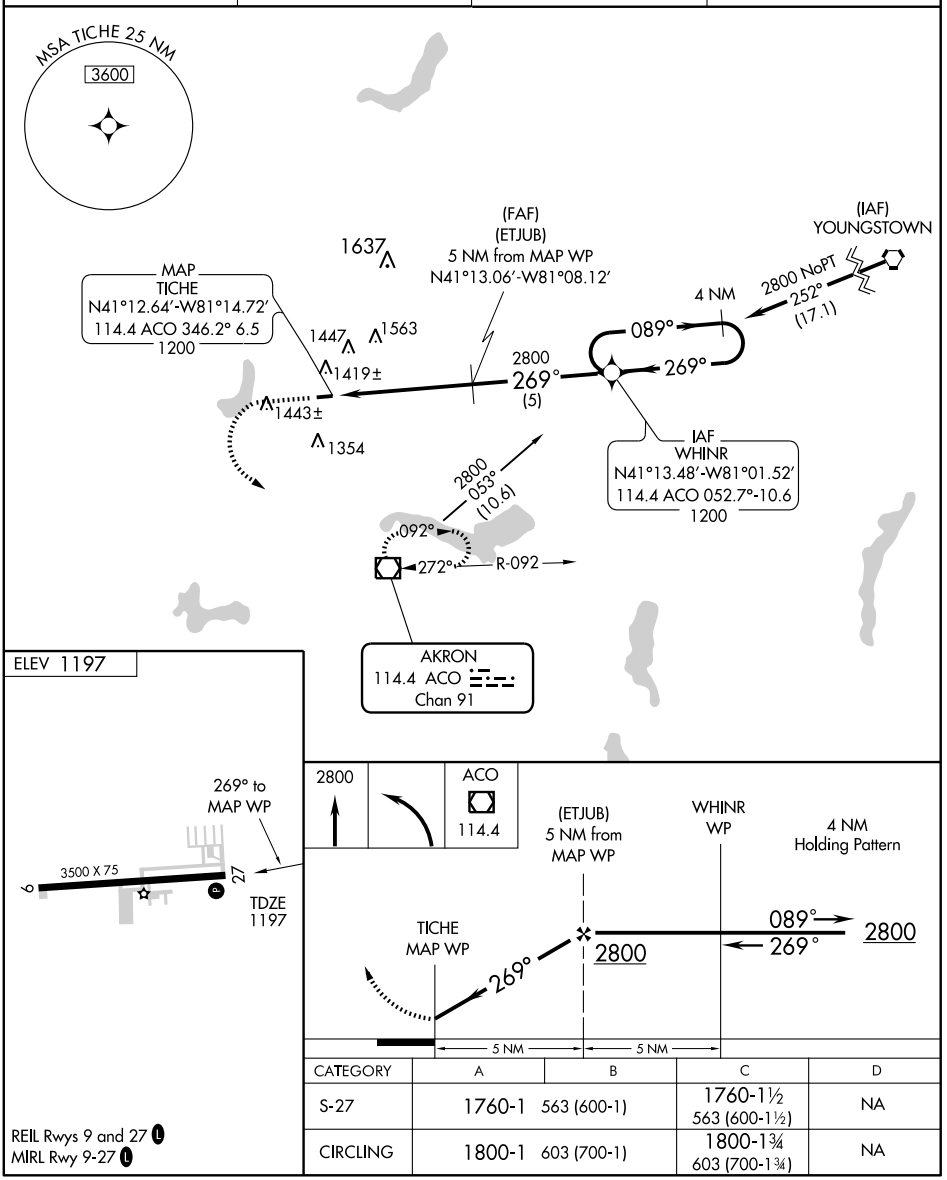
VOR/DME RNAV or GPS RWY 27

RAVENNA/ PORTAGE COUNTY (29G)

NA Use Akron-Canton altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct ACO VOR/DME and hold.

AWOS-3	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.675	118.6 371.875	125.65	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-27	1760-1	563 (600-1)	1760-1½ 563 (600-1½)	NA
CIRCLING	1800-1	603 (700-1)	1800-1¾ 603 (700-1¾)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ACO 114.4 Chan 91	APP CRS 344°	Rwy Idg N/A TDZE N/A Apt Elev 1197

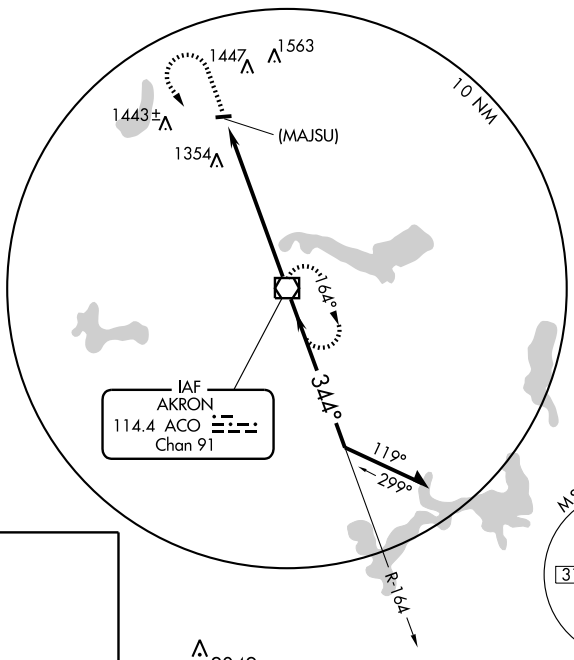
VOR or GPS-A

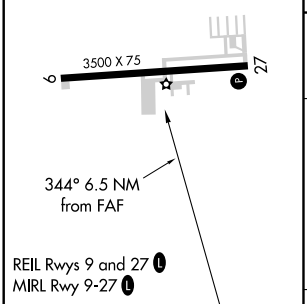
RAVENNA/ PORTAGE COUNTY (29G)

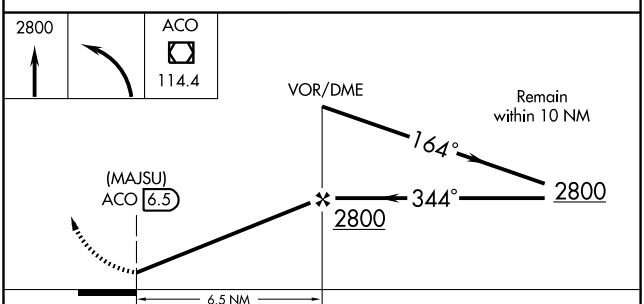
NA Use Akron-Canton altimeter setting.

MISSED APPROACH: Climb to 2800, then left turn direct ACO VOR/DME and hold.

AWOS-3	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.675	118.6 371.875	125.65	123.05 (CTAF) L







FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

CATEGORY	A	B	C	D
CIRCLING	1800-1 603 (700-1)		1800-1¾ 603 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RICHARD DOWNING (See COSHOCTON)

RICKENBACKER INTL (See COLUMBUS)

ROSEWOOD N40°17.27′ W84°02.59′ NOTAM FILE DAY. DETROIT
(H) VORTAC 117.5 ROD Chan 122 246° 5.7 NM to Sidney Muni. 1080/5W. H–10G, L–27E
RCO 122.1R 117.5T (DAYTON RADIO)

ROSS CO (See CHILLICOTHE)

RUHE'S (See LEIPSIC)

RUSHSYLVANIA N40°27.54′ W83°40.08′ NOTAM FILE DAY. DETROIT
NDB (MHW) 326 RUV 233° 4.2 NM to Bellefontaine Rgnl. SHUTDOWN. L–27E

ST CLAIRSVILLE

ALDERMAN (2P7) 3 W UTC−5(−4DT) N40°03.41′ W80°57.79′ DETROIT
1187 B NOTAM FILE CLE L–29B
RWY 01–19: H2843X50 (ASPH) LIRL 0.8% up N. IAP
RWY 01: Trees. RWY 19: Trees.
AIRPORT REMARKS: Attended 1300Z‡—dusk. Rwy 01–19 surface has med block cracking throughout. South half of ramp – poor condition – broken pavement. Call ahead to ACTIVATE rotating bcn and LIRL Rwy 01–19—740–695–0908. Ldg fee.
COMMUNICATIONS: CTAF 122.9
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ CLEVELAND CENTER APP/DEP CON 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 297° 7.1 NM to fld. 1290/7W.

ST MARYS

GRAND LAKE ST MARYS SPB (012) 5 NE UTC−5(−4DT) N40°32.46′ W84°29.44′ DETROIT
871 NOTAM FILE DAY
WATERWAY 09–27: 7000X4000 (WATER)
WATERWAY 09: Buoy. WATERWAY 27: Buoy. Rgt tfc.
SEAPLANE REMARKS: Attended Apr–Nov 1300–2200Z‡. Arpt CLOSED Nov 15 thru Apr 1 and Memorial and Labor day. No ngt ldgs. No public docks; PPR req for private dock tie up; call 419–394–8797.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Acft operating at Seaplane Base should monitor 122.8 for tfc at Celina Lakefld and Neil Armstrong Wapakoneta Arpts.

SALEM

KOONS (8G8) 2 SW UTC−5(−4DT) N40°53.00′ W80°52.99′ DETROIT
1327 NOTAM FILE CLE
RWY 09–27: 1850X100 (TURF)
RWY 09: P–line. RWY 27: Trees. Rgt tfc.
AIRPORT REMARKS: Attended dalgt hrs. Ldg fee.
COMMUNICATIONS: CTAF 122.9

SALEM AIRPARK INC (38D) 3 N UTC−5(−4DT) N40°56.89′ W80°51.73′ DETROIT
1162 B S4 FUEL 100LL NOTAM FILE CLE L–30G
RWY 10L–28R: H3404X50 (ASPH) LIRL (NSTD) 0.3% up E IAP
RWY 10L: Trees. RWY 28R: Thld dsplcd 258′. Trees.
RWY 10R–28L: 2593X85 (TURF) 0.4% up E
RWY 10R: Trees. RWY 28L: Pole.
AIRPORT REMARKS: Attended 1400Z‡–dusk. CAUTION: P–line crosses apch end of Rwys 28L and 28R at thld. CAUTION: Drag Strip 3500′ SE of arpt. Arpt bcn ops dusk–0430Z‡. Arpt lgts ops dusk–0500Z‡. ACTIVATE LIRL Rwy 10L–28R—CTAF. For rotating bcn after 0430Z‡ call airport manager before dusk on 330–533–1060. Rwy 10L–28R NSTD LIRL; Rwy 28R lgtd 330′ from rwy end with 360° green lgts; Rwy 10L lgtd 238′ from rwy end . Rwy 10R–28L marked with yellow cones on N side of rwy; rwy ends not marked.
COMMUNICATIONS: CTAF/UNICOM 122.7
AKRON–CANTON APP/DEP CON 125.5 (1100–0500Z‡)
Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 205° 24.5 NM to fld. 1160/5W.
HIWAS.

VOR/DME ACO 114.4 Chan 91	APP CRS 126°	Rwy Idg N/A TDZE N/A Apt Elev 1162

VOR or GPS-A

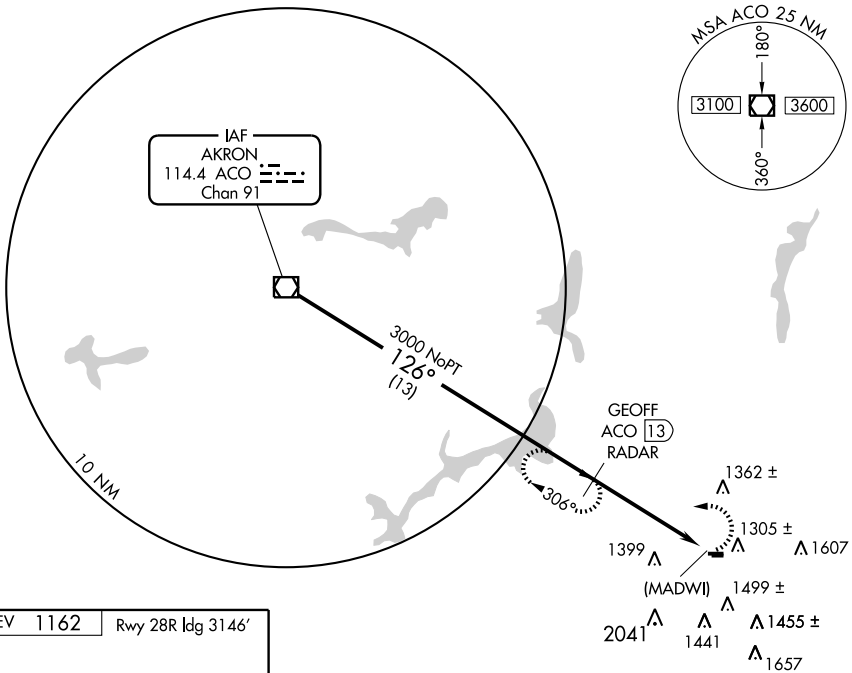
SALEM AIRPARK INC (38D)

NA — Obtain local altimeter on CTAF, when not received, use Youngstown altimeter setting.

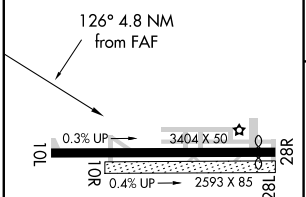
MISSED APPROACH: Climbing left turn to 3000 via ACO R-126 to GEOFF and hold.

AKRON-CANTON APP CON * 125.5 371.875

UNICOM 122.7 (CTAF) L



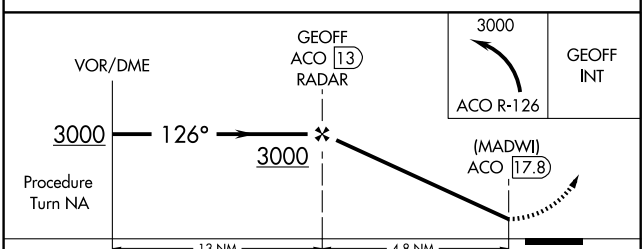
ELEV 1162 — Rwy 28R ldg 3146'



LIRL Rwy 10L-28R L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
CIRCLING	1680-1 518 (600-1)		1720-1½ 558 (600-1½)	NA
	YOUNGSTOWN ALTIMETER SETTING MINIMUMS			
CIRCLING	1740-1 578 (600-1)		1780-1¾ 618 (700-1¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SALT FORK LODGE HELIPORT (See CAMBRIDGE)

SANDUSKY N41°26.07′ W82°39.29′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 109.2 SKY Chan 29 at Griffing–Sandusky. 580/4W. H–10G, L–30F

SANDUSKY CO RGNL (See FREMONT)

SANDUSKY

GRIFFING–SANDUSKY (SKY) 3 SE UTC−5(−4DT) N41°26.00′ W82°39.14′ DETROIT
580 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE CLE L–30F
RWY 09–27: H3559X60 (ASPH) S–9 LIRL IAP
RWY 09: REIL. Thld dsplcd 183′. Road. **RWY 27:** PAPI(P4L). Tree.
RWY 18–36: H2593X40 (ASPH) LIRL
RWY 36: Thld dsplcd 405′. Road.
AIRPORT REMARKS: Attended 1300–0000Z‡. Arpt CLOSED Christmas and Thanksgiving. Waterfowl bird hazard adjacent to arpt. Deer on and invof arpt. Ldg fee. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 123.0
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ at fld. 580/4W.

SCHMELTZER HELIPORT (See AKRON)

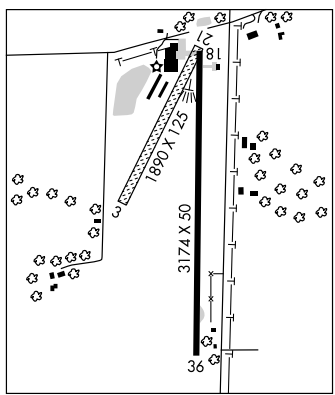
SEAGATE HELISTOP (See TOLEDO)

SEBRING

TRI–CITY (3G6) 1 SE UTC−5(−4DT) N40°54.36′ W81°00.00′ DETROIT
1188 **FUEL** 100LL NOTAM FILE CLE L–29B
RWY 17–35: H2768X45 (ASPH) MIRL (NSTD) IAP
RWY 17: Trees. **RWY 35:** Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. 100LL fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 17–35—CTAF. Rwy 17–35 NSTD MIRL; thld lgtd with 2 blue/red lgts each side.
COMMUNICATIONS: CTAF 122.9
AKRON RCO 122.1R 114.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 147° 15.2 NM to fld. 1194/4W.

SENECA CO (See TIFFIN)

SHELBY COMMUNITY (12G) 2 W UTC−5(−4DT) N40°52.39′ W82°41.84′ DETROIT
1120 B S4 NOTAM FILE CLE L–29A
RWY 18–36: H3174X50 (ASPH) S–5 LIRL (NSTD) IAP
RWY 18: Road. **RWY 36:** P–line.
RWY 03–21: 1890X125 (TURF)
RWY 03: Tree. **RWY 21:** Building.
AIRPORT REMARKS: Attended 1100–2200Z‡. Rwy 18–36 NSTD LIRL; Rwy 18 thld lgts 220′ from rwy end. Rwy lgts 62′ from east edge and 47′ from west edge of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 276° 4.9 NM to fld. 1210/3W



VOR/DME SKY 109.2 Chan 29	APP CRS 274°	Rwy Idg 3559 TDZE 577 Apt Elev 580

VOR/DME or GPS RWY 27

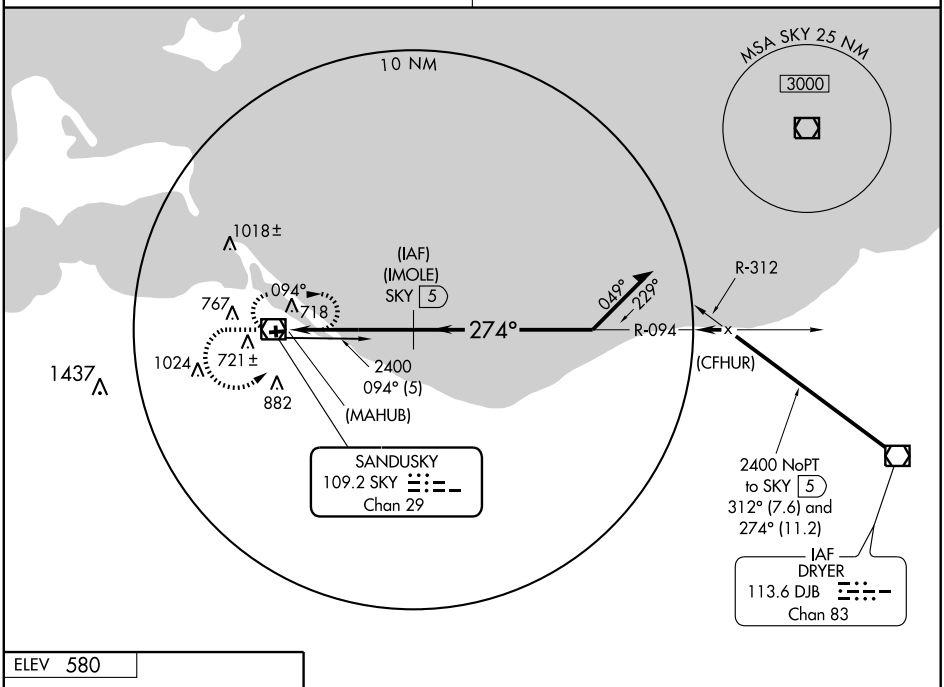
SANDUSKY/ GRIFFING SANDUSKY (SKY)

Obtain local altimeter setting on CTAF; when not received, use Cleveland Hopkins altimeter setting.

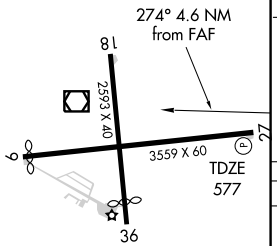
MISSED APPROACH: Climb to 3000, then left turn direct SKY VOR/DME and hold.

CLEVELAND APP CON
126.35 354.025

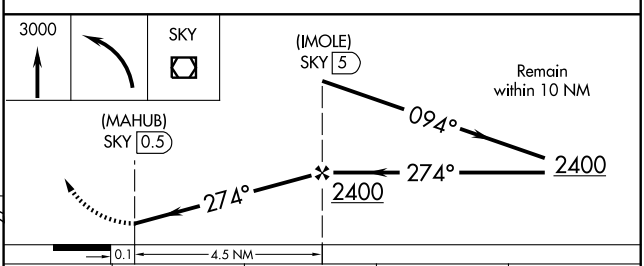
UNICOM
123.0 (CTAF)



ELEV 580



REIL Rwy 9
LIRL Rwys 9-27 and 18-36



CATEGORY	A	B	C	D
S-27	1020-1 443 (500-1)		1020-1¼ 443 (500-1¼)	NA
CIRCLING	1040-1 460 (500-1)	1160-1 580 (600-1)	1160-1½ 580 (600-1½)	NA
CLEVELAND HOPKINS ALTIMETER SETTING MINIMUMS				
S-27	1140-1 563 (600-1)		1140-1½ 563 (600-1½)	NA
CIRCLING	1140-1 560 (600-1)	1260-1 680 (700-1)	1260-2 680 (700-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SKY	APP CRS	Rwy Idg	3559
109.2	274°	TDZE	577
Chan 29		Apt Elev	580

VOR RWY 27

SANDUSKY/ GRIFFING SANDUSKY (SKY)

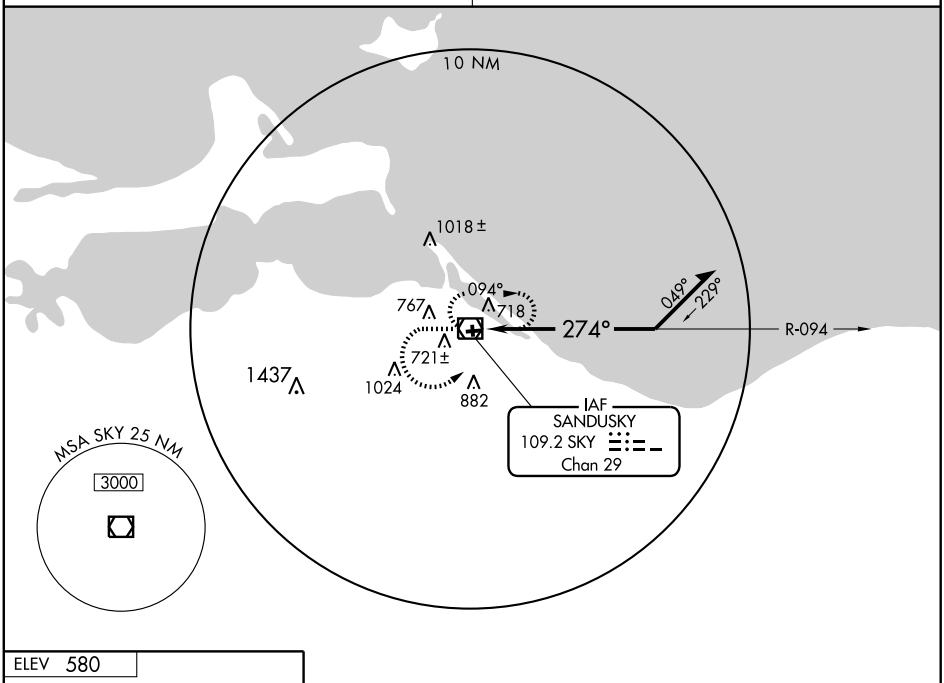
Obtain local altimeter setting on CTAF; when not received, use Cleveland Hopkins altimeter setting.

NA

MISSED APPROACH: Climb to 3000, then left turn direct SKY VOR/DME and hold.

CLEVELAND APP CON
126.35 354.025

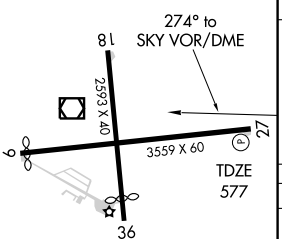
UNICOM
123.0 (CTAF)



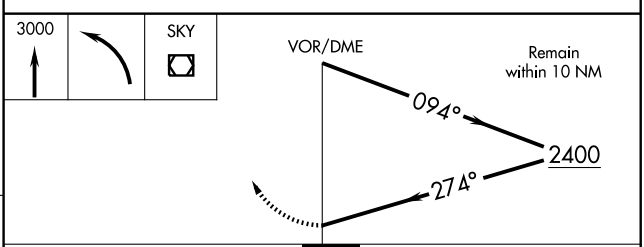
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 580



REIL Rwy 9
LIRL Rwys 9-27 and 18-36



CATEGORY	A	B	C	D
S-27	1080-1	503 (500-1)	1080-1½ 503 (500-1½)	NA
CIRCLING	1080-1 500 (500-1)	1160-1 580 (600-1)	1160-1½ 580 (600-1½)	NA
CLEVELAND HOPKINS ALTIMETER SETTING MINIMUMS				
S-27	1200-1	623 (700-1)	1200-1¾ 623 (700-1¾)	NA
CIRCLING	1200-1 620 (700-1)	1260-1 680 (700-1)	1260-2 680 (700-2)	NA

SALT FORK LODGE HELIPORT (See CAMBRIDGE)

SANDUSKY N41°26.07′ W82°39.29′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 109.2 SKY Chan 29 at Griffing–Sandusky. 580/4W. H–10G, L–30F

SANDUSKY CO RGNL (See FREMONT)

SANDUSKY

GRIFFING–SANDUSKY (SKY) 3 SE UTC−5(−4DT) N41°26.00′ W82°39.14′ DETROIT
580 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE CLE L–30F
RWY 09–27: H3559X60 (ASPH) S–9 LIRL IAP
RWY 09: REIL. Thld dsplcd 183′. Road. **RWY 27:** PAPI(P4L). Tree.
RWY 18–36: H2593X40 (ASPH) LIRL
RWY 36: Thld dsplcd 405′. Road.
AIRPORT REMARKS: Attended 1300–0000Z‡. Arpt CLOSED Christmas and Thanksgiving. Waterfowl bird hazard adjacent to arpt. Deer on and invof arpt. Ldg fee. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 123.0
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ at fld. 580/4W.

SCHMELTZER HELIPORT (See AKRON)

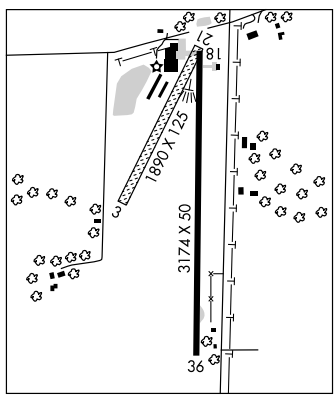
SEAGATE HELISTOP (See TOLEDO)

SEBRING

TRI–CITY (3G6) 1 SE UTC−5(−4DT) N40°54.36′ W81°00.00′ DETROIT
1188 **FUEL** 100LL NOTAM FILE CLE L–29B
RWY 17–35: H2768X45 (ASPH) MIRL (NSTD) IAP
RWY 17: Trees. **RWY 35:** Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. 100LL fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 17–35—CTAF. Rwy 17–35 NSTD MIRL; thld lgtd with 2 blue/red lgts each side.
COMMUNICATIONS: CTAF 122.9
AKRON RCO 122.1R 114.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 147° 15.2 NM to fld. 1194/4W.

SENECA CO (See TIFFIN)

SHELBY COMMUNITY (12G) 2 W UTC−5(−4DT) N40°52.39′ W82°41.84′ DETROIT
1120 B S4 NOTAM FILE CLE L–29A
RWY 18–36: H3174X50 (ASPH) S–5 LIRL (NSTD) IAP
RWY 18: Road. **RWY 36:** P–line.
RWY 03–21: 1890X125 (TURF)
RWY 03: Tree. **RWY 21:** Building.
AIRPORT REMARKS: Attended 1100–2200Z‡. Rwy 18–36 NSTD LIRL; Rwy 18 thld lgts 220′ from rwy end. Rwy lgts 62′ from east edge and 47′ from west edge of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 276° 4.9 NM to fld. 1210/3W



VOR/DME ACO 114.4 Chan 91	APP CRS 146°	Rwy Idg 2768 TDZE 1188 Apt Elev 1188

VOR or GPS RWY 17

SEBRING/ TRI-CITY (3G6)

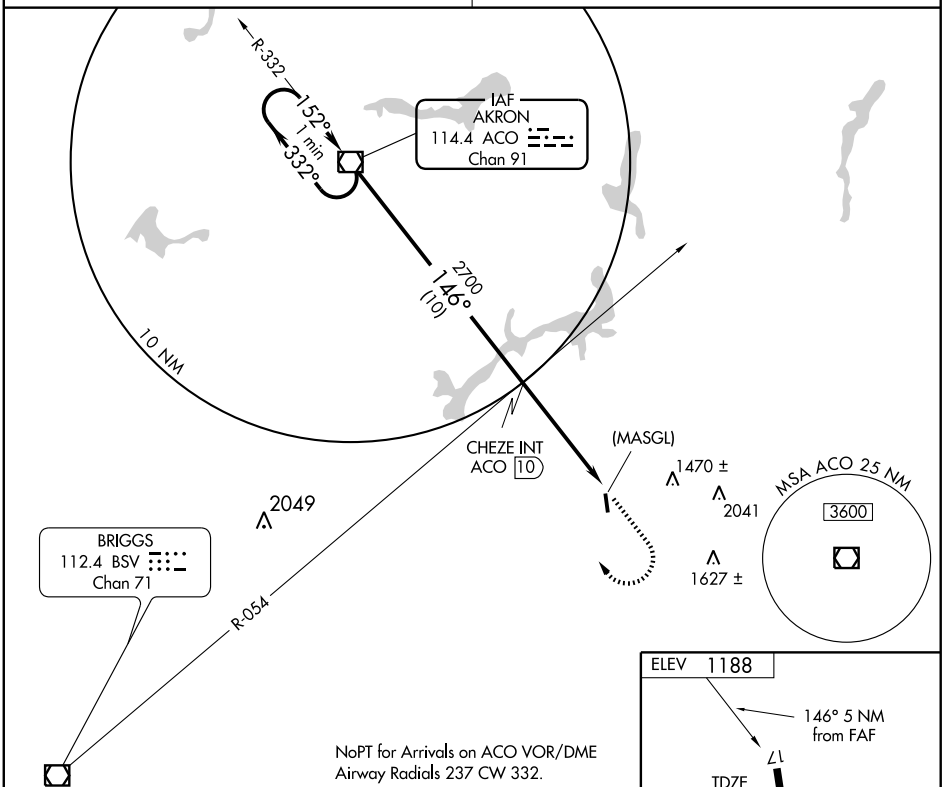
NA

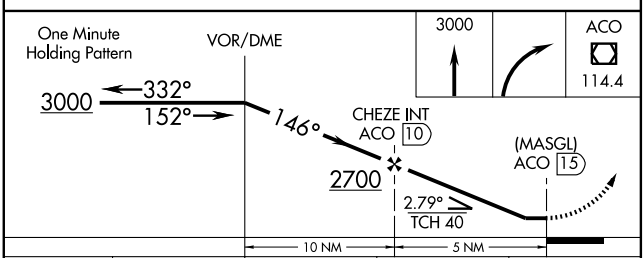
Use Akron-Canton altimeter setting.

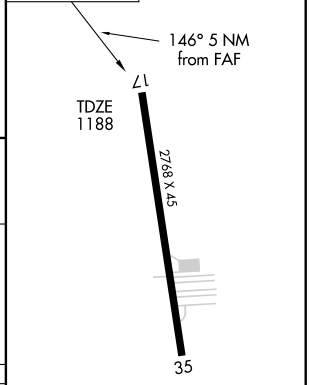
MISSED APPROACH: Climb to 3000 then right turn direct ACO VOR/DME and hold.

AKRON-CANTON APP CON ★ 125.5 371.875

CTAF 122.9 L







CATEGORY	A	B	C	D
S-17	1640-1 452 (500-1)		1640-1¼ 452 (500-1¼)	NA
CIRCLING	1680-1 492 (500-1)	1700-1 512 (600-1)	1700-1½ 512 (600-1½)	NA

MIRL Rwy 17-35 L ★

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SALT FORK LODGE HELIPORT (See CAMBRIDGE)

SANDUSKY N41°26.07′ W82°39.29′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 109.2 SKY Chan 29 at Griffing–Sandusky. 580/4W. H–10G, L–30F

SANDUSKY CO RGNL (See FREMONT)

SANDUSKY

GRIFFING–SANDUSKY (SKY) 3 SE UTC−5(−4DT) N41°26.00′ W82°39.14′ DETROIT
580 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE CLE L–30F
RWY 09–27: H3559X60 (ASPH) S–9 LIRL IAP
RWY 09: REIL. Thld dsplcd 183′. Road. **RWY 27:** PAPI(P4L). Tree.
RWY 18–36: H2593X40 (ASPH) LIRL
RWY 36: Thld dsplcd 405′. Road.
AIRPORT REMARKS: Attended 1300–0000Z‡. Arpt CLOSED Christmas and Thanksgiving. Waterfowl bird hazard adjacent to arpt. Deer on and invof arpt. Ldg fee. Flight Notification Service (ADCUS) available.
COMMUNICATIONS: CTAF/UNICOM 123.0
SANDUSKY RCO 122.1R 109.2T (CLEVELAND RADIO)
CLEVELAND APP/DEP CON 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
SANDUSKY (L) VOR/DME 109.2 SKY Chan 29 N41°26.07′ W82°39.29′ at fld. 580/4W.

SCHMELTZER HELIPORT (See AKRON)

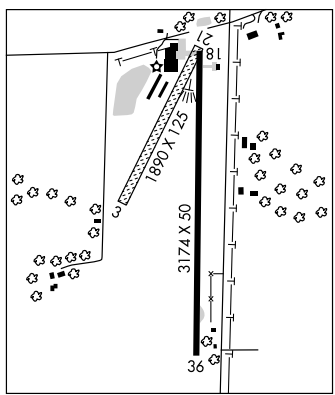
SEAGATE HELISTOP (See TOLEDO)

SEBRING

TRI–CITY (3G6) 1 SE UTC−5(−4DT) N40°54.36′ W81°00.00′ DETROIT
1188 **FUEL** 100LL NOTAM FILE CLE L–29B
RWY 17–35: H2768X45 (ASPH) MIRL (NSTD) IAP
RWY 17: Trees. **RWY 35:** Tree.
AIRPORT REMARKS: Attended 1400Z‡–dusk. 100LL fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 17–35—CTAF. Rwy 17–35 NSTD MIRL; thld lgtd with 2 blue/red lgts each side.
COMMUNICATIONS: CTAF 122.9
AKRON RCO 122.1R 114.4T (CLEVELAND RADIO)
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 147° 15.2 NM to fld. 1194/4W.

SENECA CO (See TIFFIN)

SHELBY COMMUNITY (12G) 2 W UTC−5(−4DT) N40°52.39′ W82°41.84′ DETROIT
1120 B S4 NOTAM FILE CLE L–29A
RWY 18–36: H3174X50 (ASPH) S–5 LIRL (NSTD) IAP
RWY 18: Road. **RWY 36:** P–line.
RWY 03–21: 1890X125 (TURF)
RWY 03: Tree. **RWY 21:** Building.
AIRPORT REMARKS: Attended 1100–2200Z‡. Rwy 18–36 NSTD LIRL; Rwy 18 thld lgts 220′ from rwy end. Rwy lgts 62′ from east edge and 47′ from west edge of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
CLEVELAND CENTER APP/DEP CON 134.9 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.
MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 276° 4.9 NM to fld. 1210/3W



VORTAC MFD	APP CRS	Rwy Idg	N/A
108.8	276°	TDZE	N/A
Chan 25		Apt Elev	1120

VOR-A
SHELBY COMMUNITY (12G)

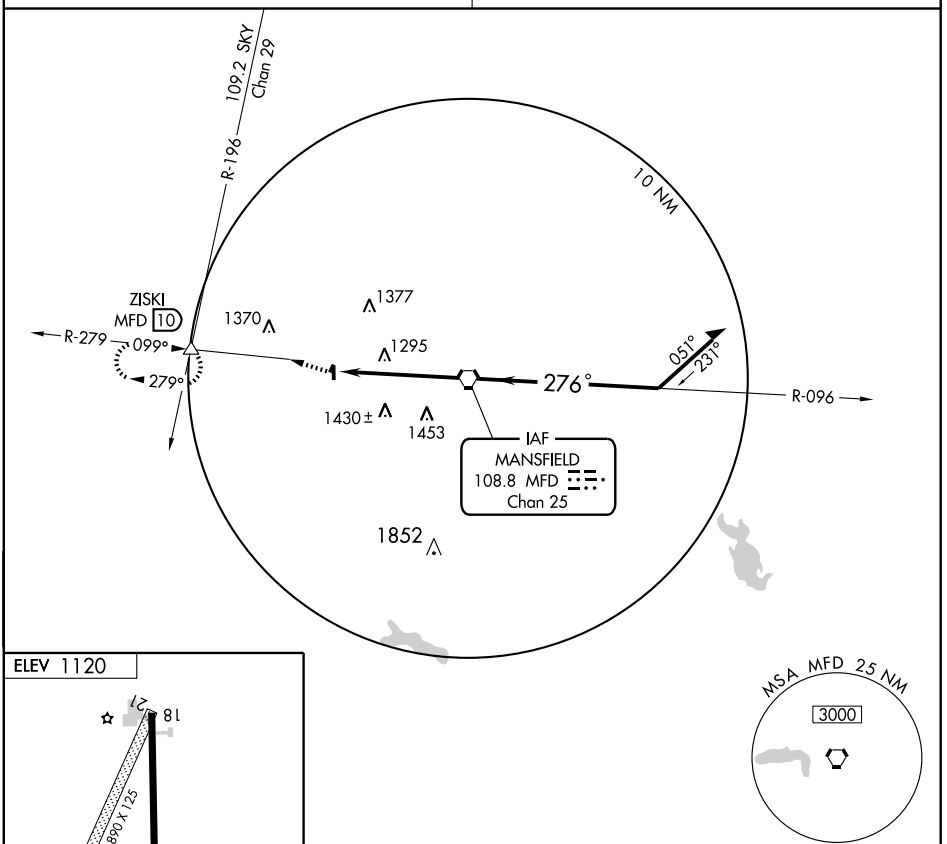
NA

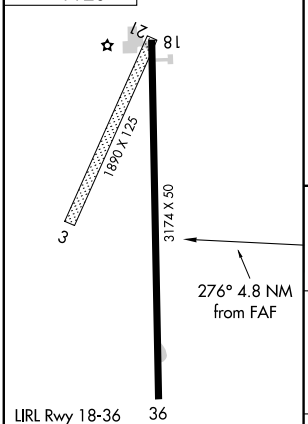
Use Mansfield altimeter setting.

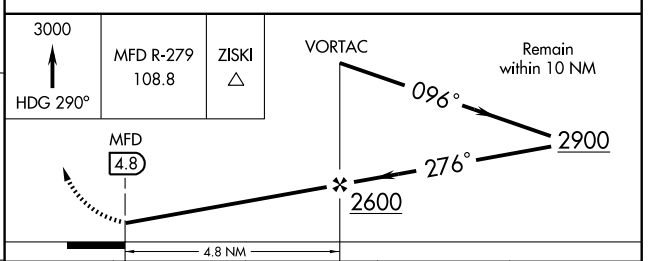
MISSED APPROACH: Climb to 3000 via heading 290° and MFD R-279 to ZISKI Int/MFD 10 DME and hold.

MANSFIELD APP CON ★
124.2 390.8

UNICOM
122.8 (CTAF)







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1640-1 520 (600-1)		1640-1½ 520 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SIDNEY MUNI (I12) 3 S UTC−5(−4DT) N40°14.49′ W84°09.05′ **DETROIT**
1044 B S2 **FUEL** 100LL, JET A TPA—1844(800) NOTAM FILE DAY **L–27E**
RWY 10–28: H4785X75 (ASPH) MIRL **IAP**
RWY 10: PAPI(P2L). Thld dsplcd 480′. Trees. **RWY 28:** REIL. PAPI(P2R)—GA 3.0° TCH 40′. Road.
RWY 05–23: H2981X50 (ASPH)
RWY 05: Road. **RWY 23:** P–line.
AIRPORT REMARKS: Attended 1300–2300Z‡, ACTIVATE MIRL Rwy 10–28, and REIL Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.425 (937) 492–3683.
COMMUNICATIONS: CTAF/UNICOM 123.05
ROSEWOOD RCO 122.1R 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 246° 5.7 NM to fld. 1080/5W.

SPORTYS N39°04.06′ W84°12.92′ NOTAM FILE DAY. **CINCINNATI**
NDB (MHW) 245 PWF at Clermont Co. NDB unusable byd 15 NM. **L–27E**

VORTAC ROD	APP CRS	Rwy Idg	4785
117.5	279°	TDZE	1045
Chan 122		Apt Elev	1045

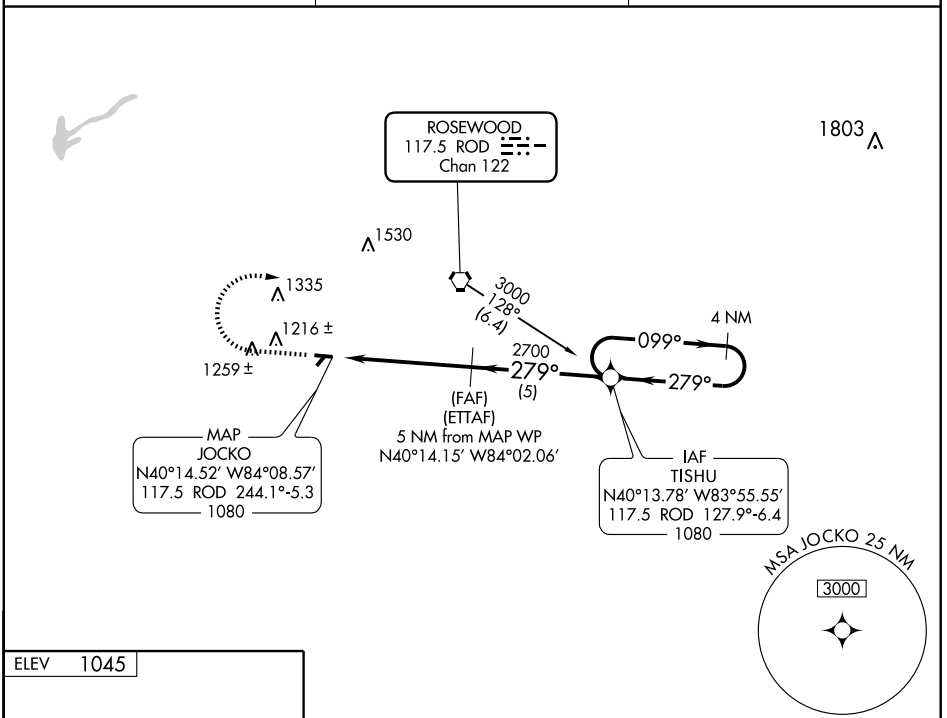
VOR/DME RNAV or GPS RWY 28

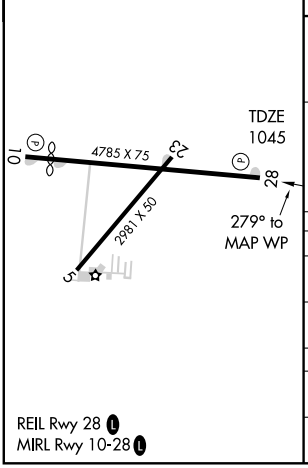
SIDNEY MUNI (I12)

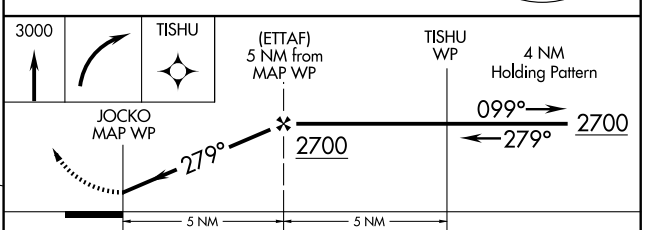
T NA — Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct TISHU WP and hold.

AWOS-3	DAYTON APP CON	UNICOM
120.425	118.425 294.5	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-28	1480-1 435 (500-1)		1480-1¼ 435 (500-1¼)	1480-1½ 435 (500-1½)
CIRCLING	1500-1 455 (500-1)	1520-1 475 (500-1)	1540-1½ 495 (500-1½)	1600-2 555 (600-2)
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-28	1540-1 495 (500-1)		1540-1¼ 495 (500-1¼)	1540-1½ 495 (500-1½)
CIRCLING	1540-1 495 (500-1)	1580-1 535 (600-1)	1580-1½ 535 (600-1½)	1660-2 615 (700-2)

REIL Rwy 28 L
MIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ROD 117.5 Chan 122	APP CRS 246°	Rwy Idg 2981 TDZE 1041 Apt Elev 1045

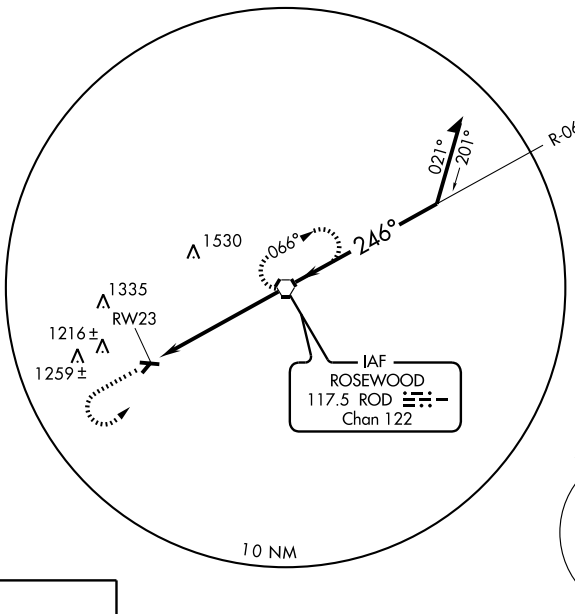
VOR or GPS RWY 23

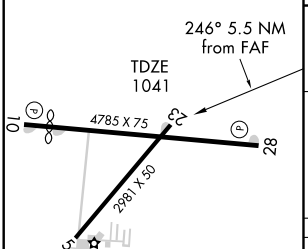
SIDNEY MUNI (I12)

Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
120.425	118.425 294.5	123.05 (CTAF) L

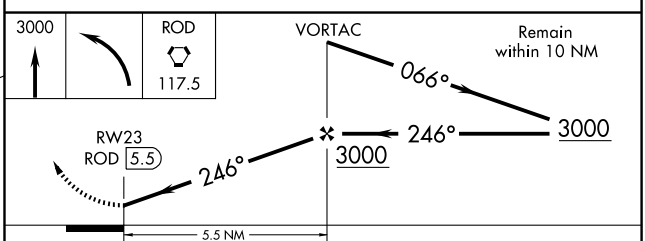




REIL Rwy 28 L

MIRL Rwy 10-28 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



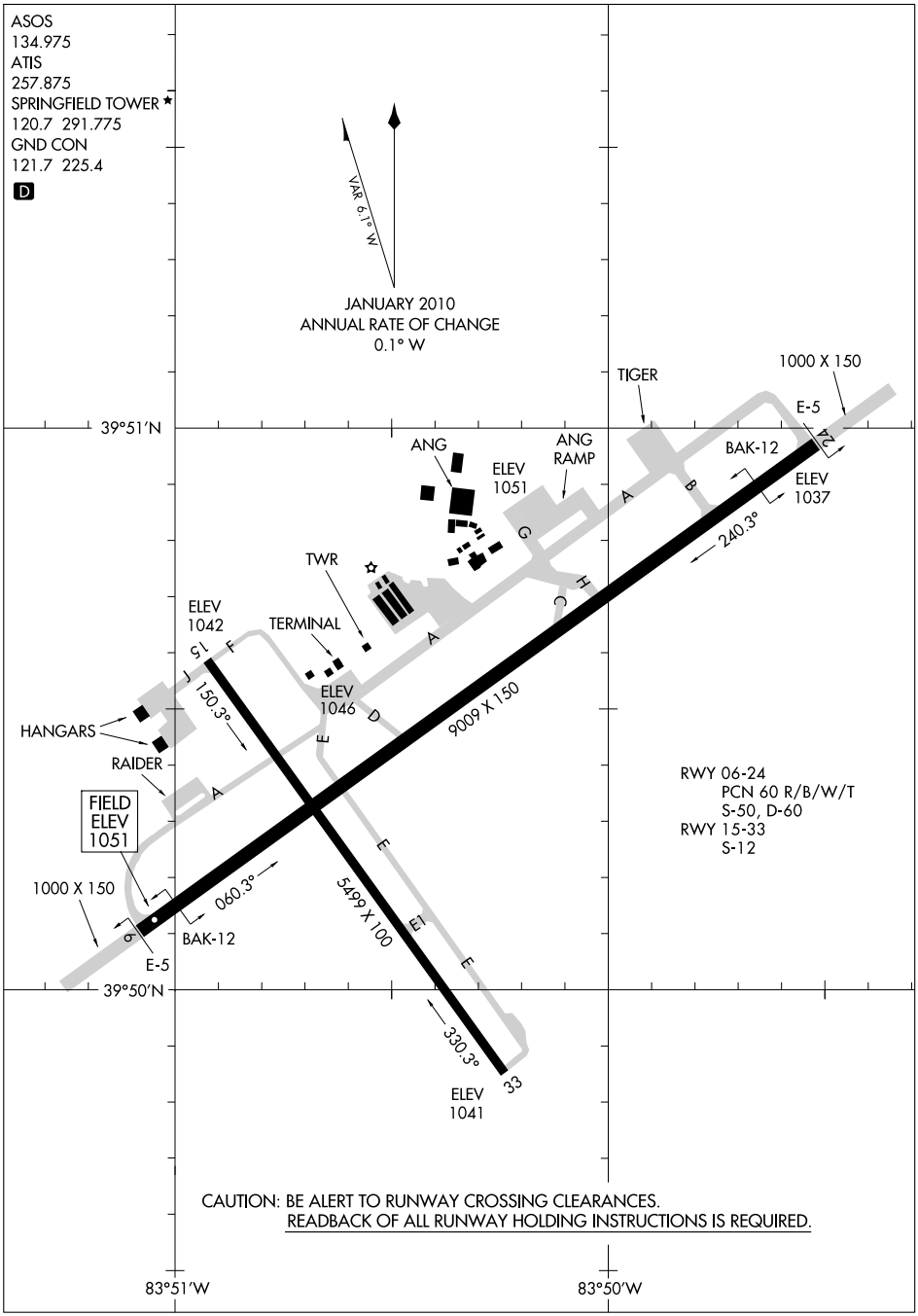
CATEGORY	A	B	C	D
S-23	1480-1 439 (500-1)		1480-1¼ 439 (500-1¼)	1480-1½ 439 (500-1½)
CIRCLING	1500-1 455 (500-1)	1520-1 475 (500-1)	1540-1½ 495 (500-1½)	1600-2 555 (600-2)
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-23	1520-1 479 (500-1)		1520-1¼ 479 (500-1¼)	1520-1½ 479 (500-1½)
CIRCLING	1540-1 495 (500-1)	1580-1 535 (600-1)	1580-1½ 535 (600-1½)	1660-2 615 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-958 (FAA)

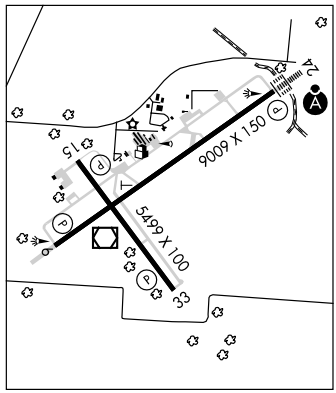
SPRINGFIELD-BECKLEY MUNI (SGH)
SPRINGFIELD, OHIO



EC-2, 21 OCT 2010 to 18 NOV 2010

SPRINGFIELD–BECKLEY MUNI (SGH)(KSGH) CIV/MIL/ANG 5 S UTC−5(−4DT) **CINCINNATI**
N39°50.42′ W83°50.41′ **H–10G, L–27E**
1051 B S4 **FUEL** 100LL, JET A TPA—See Remarks Class IV, ARFF Index A **IAP, DIAP, AD**
NOTAM FILE SGH

RWY 06–24: H9009X150 (ASPH–CONC–GRVD) S–50, D–60 PCN 60 R/B/W/T HIRL
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
RWY 24: ALSF2. PAPI(P4L)—GA 3.0° TCH 54′. Road.
RWY 15–33: H5499X100 (ASPH) S–12 MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Trees.
RWY 33: REIL. PAPI(P4L) TCH 36′. Trees.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–9009	TODA–9009	ASDA–9009	LDA–9009
RWY 15:	TORA–5499	TODA–5499	ASDA–5499	LDA–5499
RWY 24:	TORA–9009	TODA–9009	ASDA–9009	LDA–9009
RWY 33:	TORA–5499	TODA–5499	ASDA–5499	LDA–5499

ARRESTING GEAR/SYSTEM
RWY 06 ← HOOK E5 (35′ OVRN) BAK–14 BAK–12A(B) (943′)
BAK–14 BAK–12A(B) (991′) HOOK E5 (35′ OVRN) → **RWY 24**
MILITARY SERVICE: A–GEAR Cable raised by BAK–14 device on request to twr. BAK–12A(B) avbl Tue–Fri 1230–2130Z‡, may be extended, other times by NOTAM for mil flying. Rwy 06–24 E–5 chain in overrun, departure engagement only.
JASU 6(AM32A–60B) **FUEL** J8(Mil) (NC 100LL, A)
FLUID PRESAIR LPOX LOX **OIL** O–133–148–156(Mil) SOAP
AIRPORT REMARKS: Attended 1200–2300Z‡. Deer on and invof arpt. Heavy bird activity fall and winter months. Caution: Bird watch cond phase I (Dec–Jun) indicates light bird activity. Phase II (Jul–Nov) indicates heavy activity normally associated with migratory season. During twr operating hours Rwy 24 is the preferred rwy, wind 10 knots or less. Rwy 06–24 arresting device may be up when twr clsd. Rwys 06 and 24 acft arresting device BAK 12 located 35′ beyond apch end Rwys 06 and 24. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 937–325–6108. Rwy 15–33 limited to 25,000 lbs single wheel load capacity or less. Noise Abatement: Avoid over flying Yellow Springs 2 NM SW blo 4000′, practice circling instrument approach not authorized blo 2000′ establish on final. Avoid overflying ANG ramp. When twr clsd ACTIVATE ALSF2 Rwy 24, MIRL Rwy 15–33; REIL Rwy 06, Rwy 15 and Rwy 33—CTAF. HIRL Rwy 06–24 preset on med ints to increase ints ACTIVATE—CTAF. Rwy 15–33 and Twy F not avbl for air carrier ops. Rwy 06–24 980′ concrete NE end, 1200′ concrete SW end. TPA 2100 (1049), overhead 2600 (1549).
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Mil practice instrument apch not authorized when twr clsd. **CAUTION** A–gear Rwy 06–24 may be up when twr clsd. **MISC** Military practice instrument approach not authorized when twr closed. Wx obsn–Rwy 06 apch end not visible from the official point of obsn. Visibility is ltd from SW to NW. **ANG** PPR at all times DSN 346–2319, C937–327–2319. Runway Condition Reading not avbl. All tran acft ctc 178 F/W OPS. Inbound acft accepting penetrate and radar vectors from IND Center and Dayton Apch expect extensive low altitude vectoring. Opr Tue–Fri 1230–2130Z‡, may be extended other times by NOTAM for mil flying. Std USAF RSRS applies.
WEATHER DATA SOURCES: ASOS 134.975. LAWRS.
COMMUNICATIONS: CTAF 120.7 **ATIS** 257.875 **UNICOM** 122.95
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225 327.1
TOWER 120.7 291.775 (Tue–Fri 1230–2130Z‡) other times by NOTAM. **GND CON** 121.7 225.4
178 FW OPS (SABER OPS) 324.7
AIRSPACE: CLASS D svc Tue–Fri 1230–2130Z‡, may be extended, other times by NOTAM for military flying, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SGH.
(T) VORW/DME 113.2 SGH Chan 79 N39°50.19′ W83°50.70′ at fld. 1047/4W. VOR portion unusable 156°–200°.
(T) TACAN Chan 65 XSF (133.8) N39°50.29′ W83°50.44′ at fld. 1052/4W. NOTAM FILE DAY. TACAN unusable 090°–115° blo 5000′ byd 15 NM. Unmonitored when twr clsd. No NOTAM MP Thu 1330–1530Z‡.
CLARK CO NDB (MHW) 341 CCJ N39°52.42′ W83°46.77′ 238° 3.4 NM to fld. NDB unmonitored.
ILS 111.3 I–SGH Rwy 24. Class IE. Unmonitored when twr clsd. No NOTAM MP Tue 1800–2100Z‡.

STANLEY N40°51.75′ W84°36.83′ NOTAM FILE DAY. **DETROIT**
NDB (MHW) 411 VFU at Van Wert Co. **L–27E**

STARK COUNTY SHERIFF HELIPORT (See CANTON)

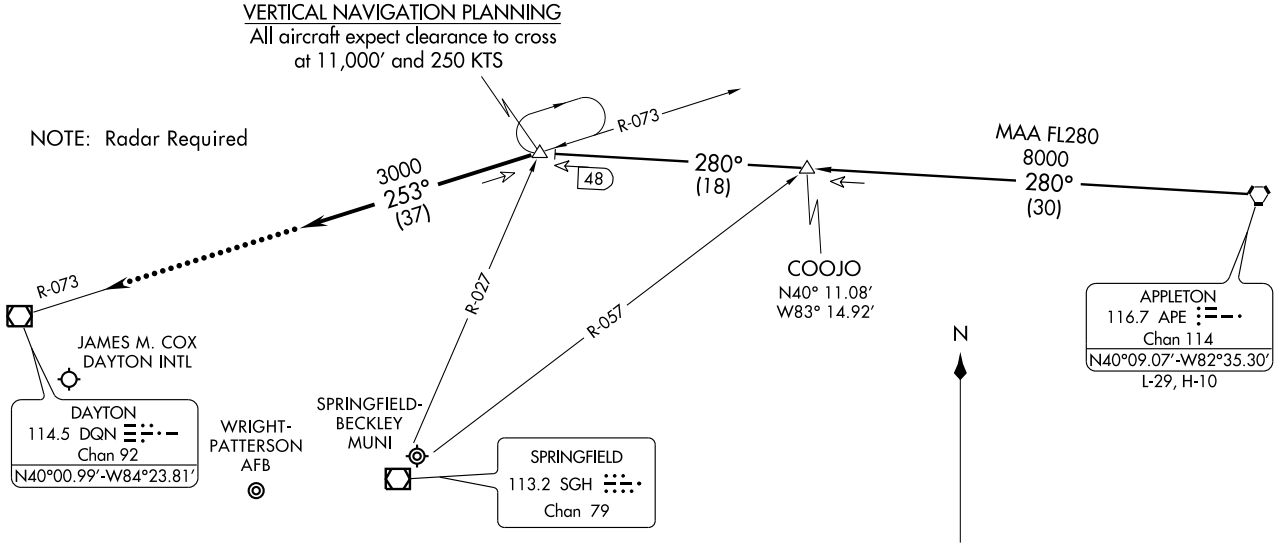
DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

DAYTON APP CON
134.45 352.05 (181-359)
JAMES M COX ATIS 125.8

DANEI
N40°12.16'-W83°38.36'

VERTICAL NAVIGATION PLANNING
All aircraft expect clearance to cross at 11,000' and 250 KTS

NOTE: Radar Required



APPLETON TRANSITION (APE.DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost comunications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

NOTE: Chart not to scale.

DANEI TWO ARRIVAL (DANEI.DANEI2) 09295

ST-107 (FAA)

DAYTON, OHIO

DAYTON, OHIO

LOC I-SGH	APCH CRS	Rwy ldg 9009 / TDZE 1048 / Arpt Elev 1051
111.3	238°	

JAL-958 [USAF]

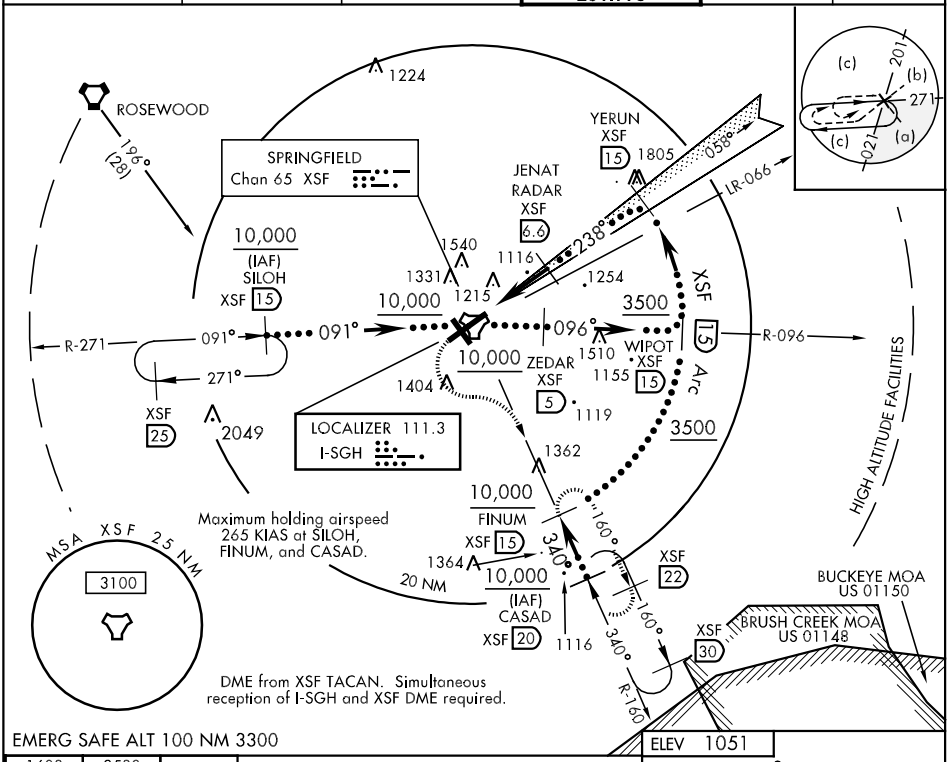
SPRINGFIELD-BECKLEY MUNI (KSGH)

T ** When ALS/SSALR inop, increase CAT CDE vis to ¾ mile.
*** When ALS/SSALR inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3500 via XSF TACAN R-160 to FINUM (XSF 15 DME) and hold.

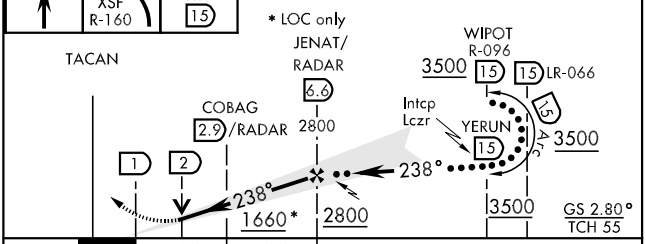
ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95

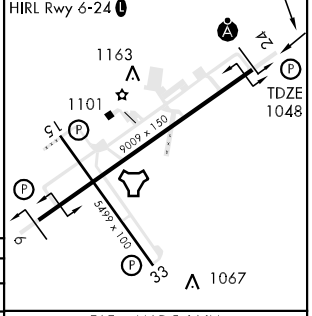


EMERG SAFE ALT 100 NM 3300

ELEV 1051

1600	3500	FINUM
	XSF R-160	XSF 15





CATEGORY	C	D	E
S-ILS 24 **	1248-½	200	(200-½)
S-LOC 24***	1420-¾	372	(400-¾)
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

FAF to MAP 5.6 NM

Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

HI-TACAN RWY 6

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
XSF Chan 65	066°	9009	1051	1051

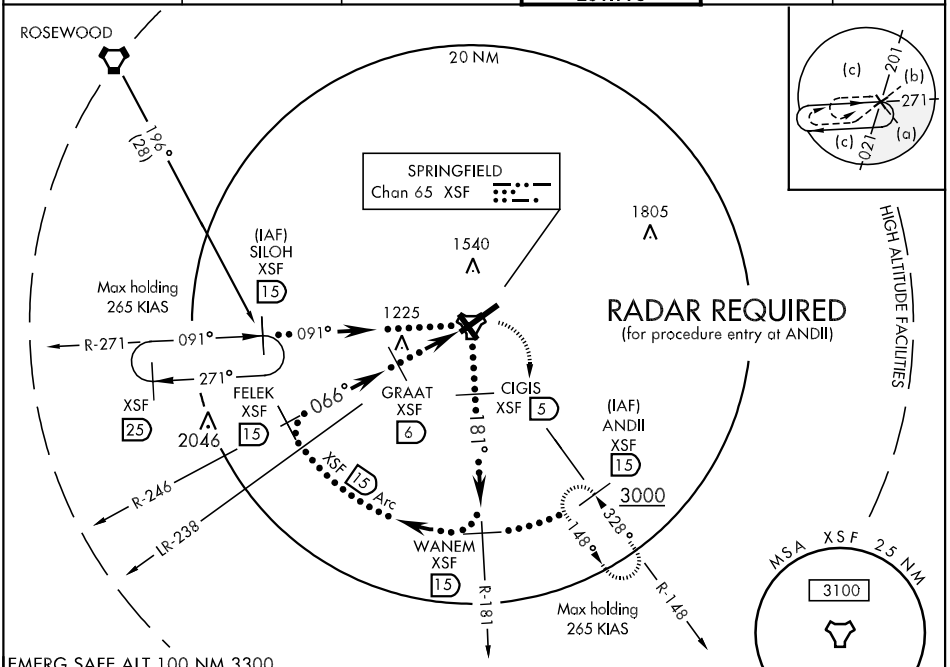
JAL-958 [USAF]

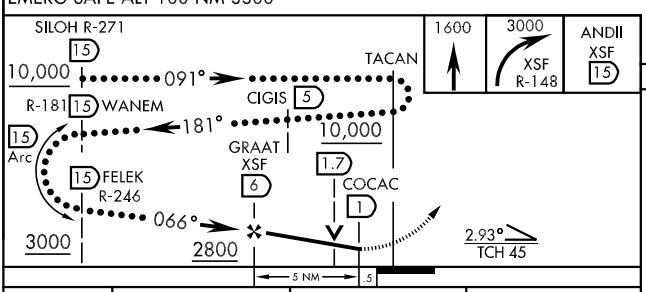
SPRINGFIELD-BECKLEY MUNI (KSGH)

▼ * When local altimeter setting not received, use Wright-Patterson AFB altimeter setting.
VDP NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 1600, then climbing right turn to 3000 via XSF TACAN R-148 to ANDII/ XSF 15 DME and hold.

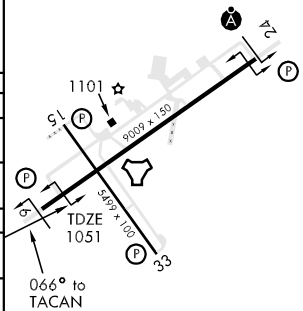
ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95





ELEV 1051

MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L
HIRL Rwy 6-24 L



CATEGORY	C	D	E
S-6	1480-1¼ 429 (500-1¼)	1480-1½ 429 (500-1½)	
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)
* WRIGHT-PATTERSON AFB ALTIMETER SETTING MINIMUMS			
S-6	1540-1¼ 489 (500-1¼)	1540-1½ 489 (500-1½)	1540-1¾ 489 (500-1¾)
CIRCLING	1580-1½ 529 (600-1½)	1680-2 629 (700-2)	1960-3 909 (1000-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 24

TACAN XSF Chan 65	APCH CRS 235°	Rwy ldg 9009 TDZE 1048 Arpt Elev 1051	JAL-958 [USAF]

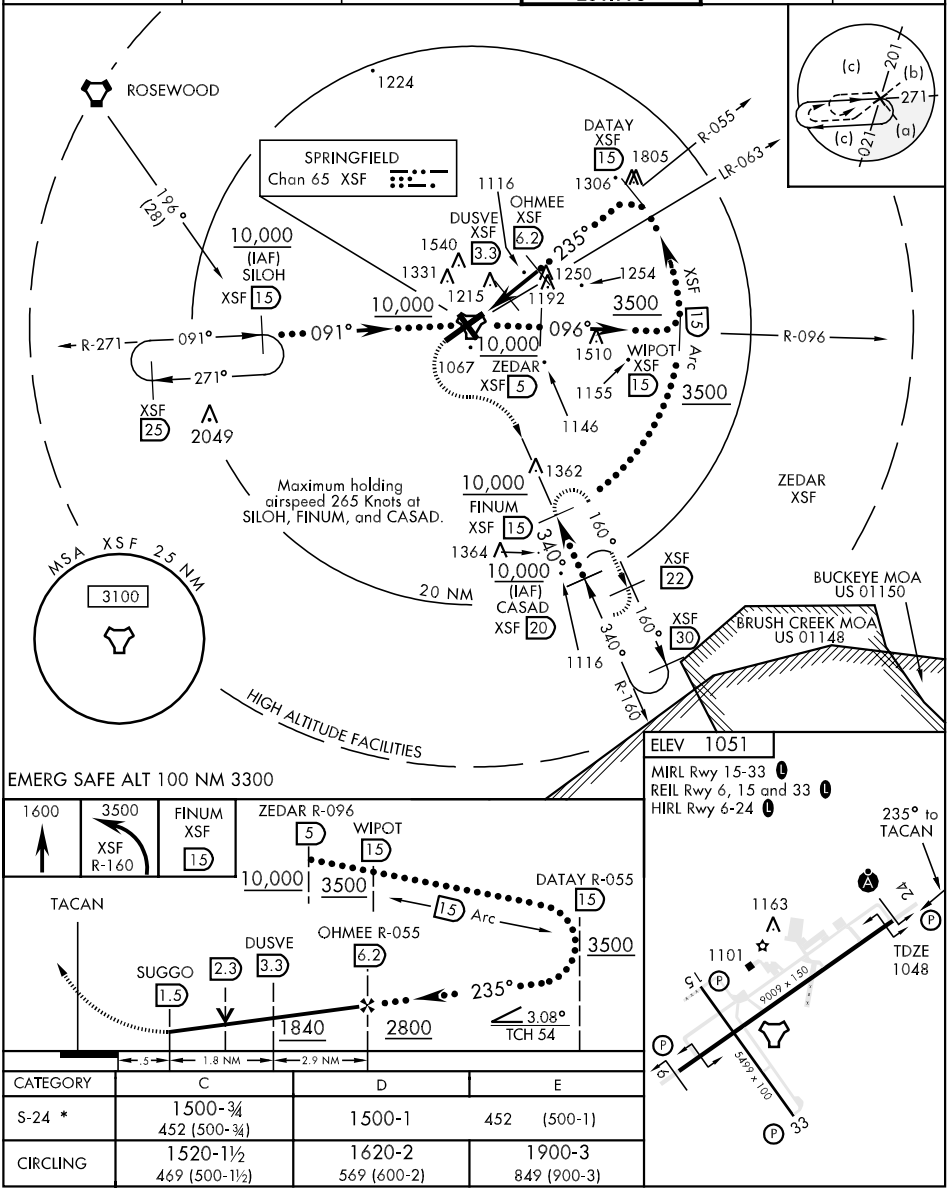
SPRINGFIELD-BECKLEY MUNI (KSGH)

T NA * When ALS/SSALR inop, increase CAT C vis to 1¼ miles, CAT D/E vis to 1½ miles.

ALSF-2

MISSED APPROACH: Climb to 1600, then climbing left turn to 3500 via XSF TACAN R-160 to FINUM (XSF 15 DME) and hold.

ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95



EMERG SAFE ALT 100 NM 3300

ELEV 1051

MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L
HIRL Rwy 6-24 L

CATEGORY	C	D	E
S-24 *	1500-¾ 452 (500-¾)	1500-1	452 (500-1)
CIRCLING	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-SGH	APP CRS	Rwy Idg	9009
111.3	238°	TDZE	1048
		Apt Elev	1051

ILS or LOC RWY 24

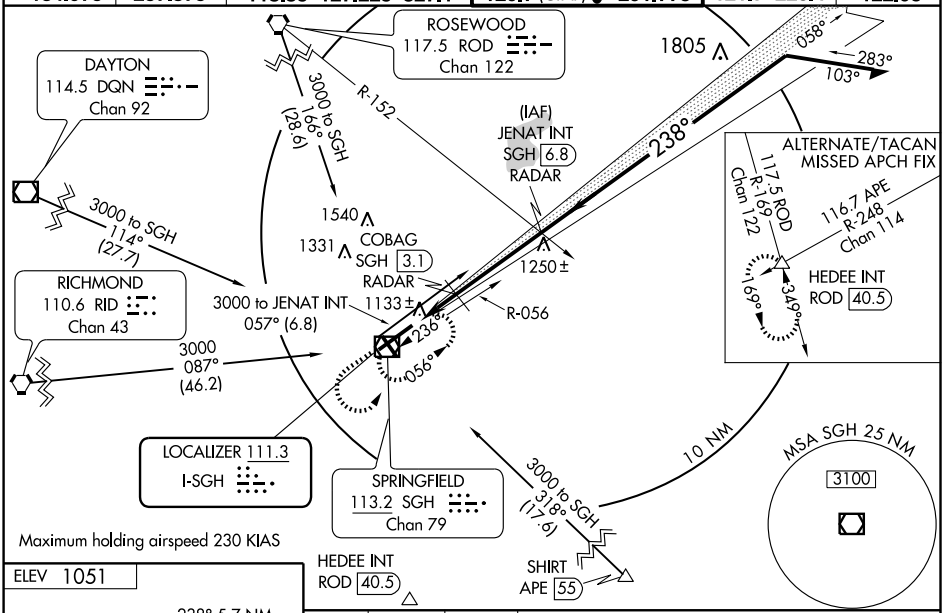
SPRINGFIELD-BECKLEY MUNI (SGH)

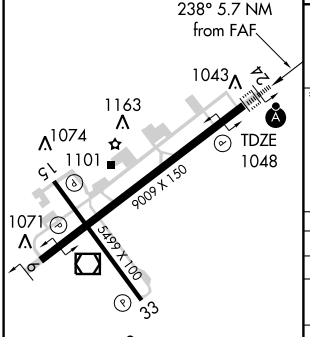
DME from SGH VOR/DME. Simultaneous reception of I-SGH and SGH DME required. ALSF-2 reverts to SSALR when tower is closed. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet and S-LOC 24 Cats C, D, and E and Circling Cat C visibility ¼ mile. For inoperative ALSF-2/SSALR, when using Wright-Patterson AFB altimeter setting, increase S-ILS 24 all Cats visibility to 1 mile and S-LOC 24 Cat E visibility to 2¼ mile. For inoperative ALSF-2/SSALR, increase S-ILS 24 Cat E visibility to ¾ mile and S-LOC 24 Cat E visibility to 2 miles. COBAG fix minimums: When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase S-LOC 24 Cat C, D, and E visibility ¼ mile. For inoperative ALSF-2/SSALR when using Wright-Patterson AFB altimeter setting increase S-LOC 24 Cat E visibility to 1½ mile. For inoperative ALSF-2/SSALR, increase S-LOC 24 Cat E visibility to 1¼ mile.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn direct SGH VOR/DME and hold. (TACAN aircraft climb to 1600 then climbing left turn to 4000 via ROD VORTAC R-169 to HEDEE INT/ROD 40.5 DME and hold south, left turn, 349° inbound).

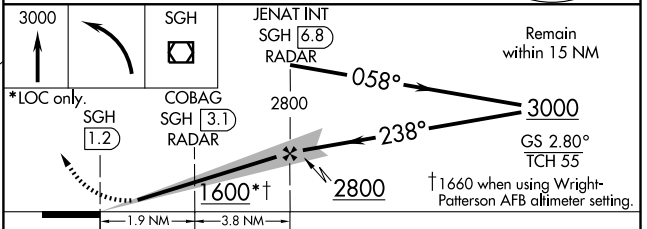
ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95





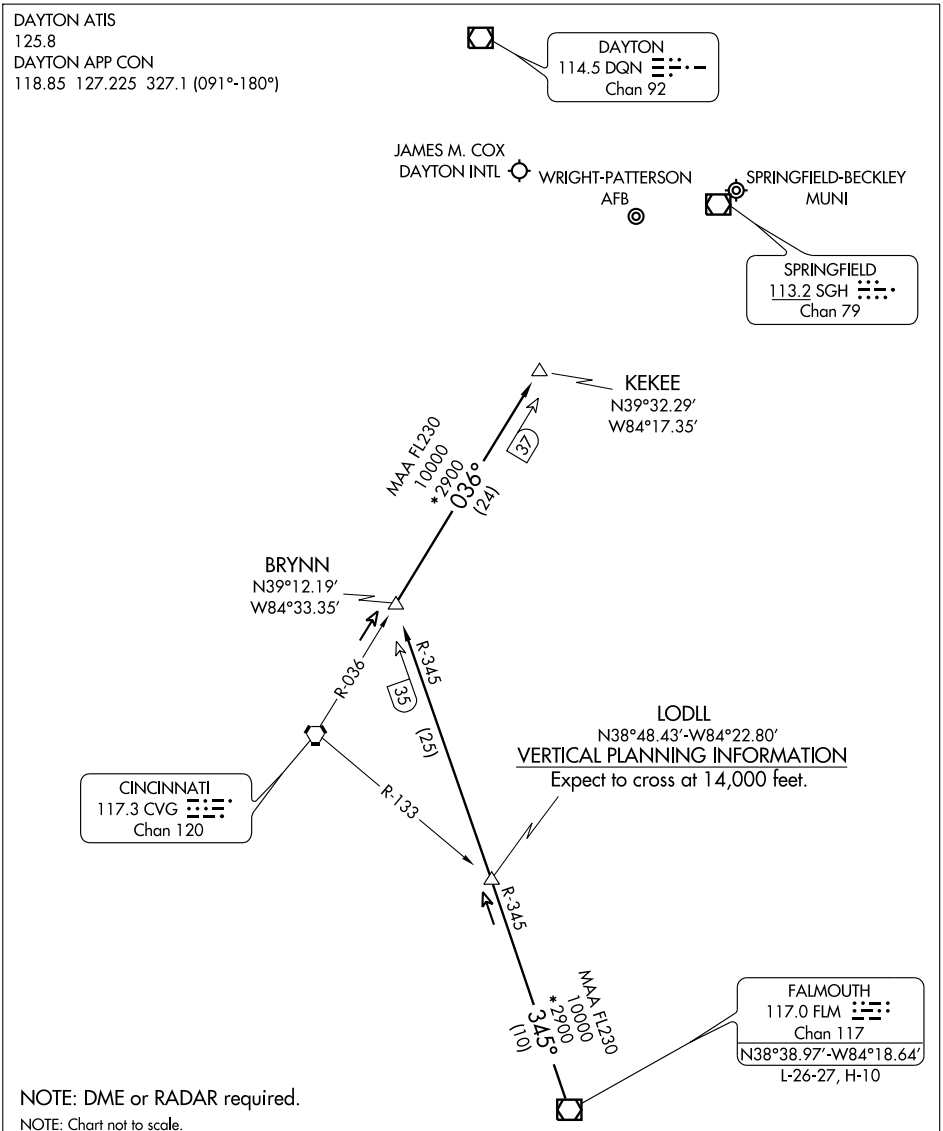
HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D	E
S-ILS 24	1248-½ 200 (200-½)				
S-LOC 24	1600-½ 552 (600-½)		1600-1 552 (600-1)	1600-1¼ 552 (600-1¼)	1600-1½ 552 (600-1½)
CIRCLING	1600-1 549 (600-1)		1600-1½ 549 (600-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)
COBAG FIX MINIMUMS					
S-LOC 24	1420-½ 372 (400-½)			1420-¾ 372 (400-¾)	
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010



FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

NDB CCJ	APP CRS	Rwy Idg	9009
341	240°	TDZE	1048
		Apt Elev	1051

NDB RWY 24

SPRINGFIELD-BECKLEY MUNI (SGH)

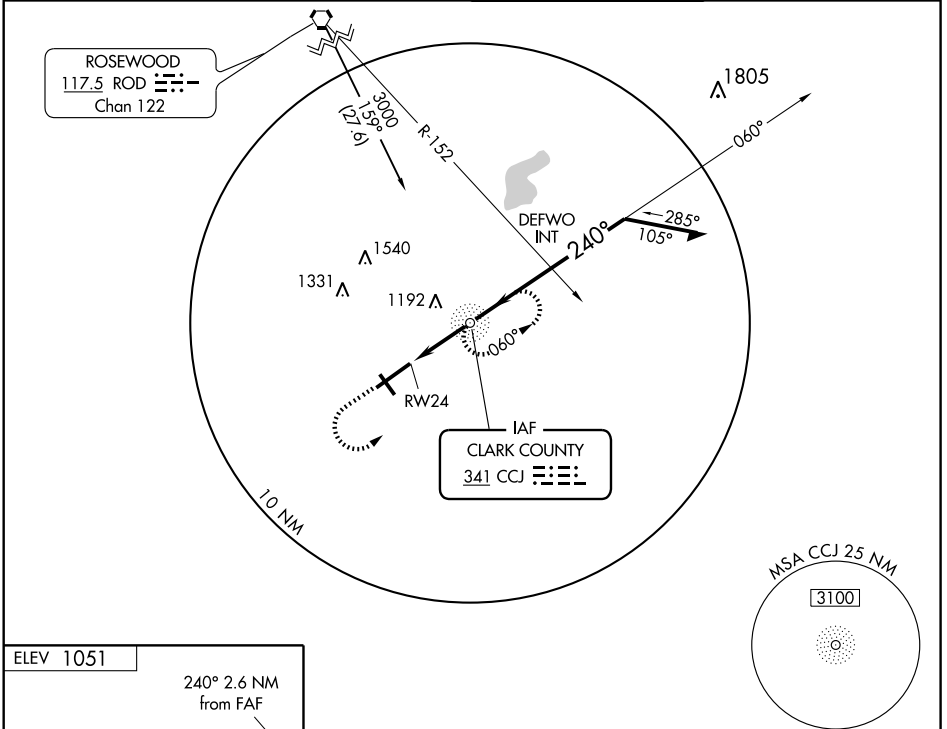
When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA 60 feet and S-24 Cats C and D visibility ¼ mile.

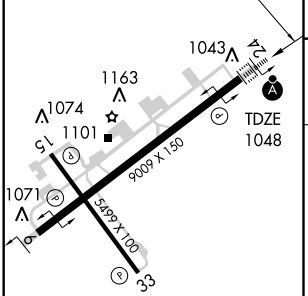
NA

ALSF-2

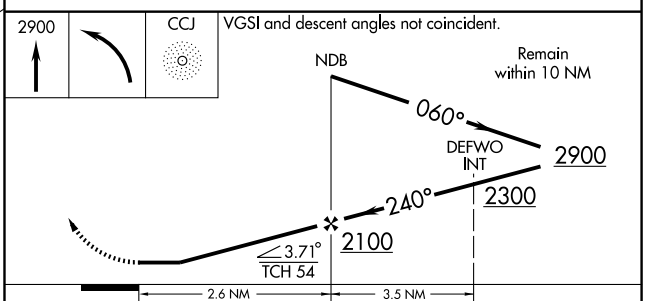
MISSED APPROACH: Climb to 2900 then left turn direct CCJ NDB and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95





FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52



CATEGORY	A	B	C	D
S-24	1500-¾ 452 (500-¾)			1500-1¼ 452 (500-1¼)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9009
CH 58115	058°	TDZE	1051
W06A		Apt Elev	1051

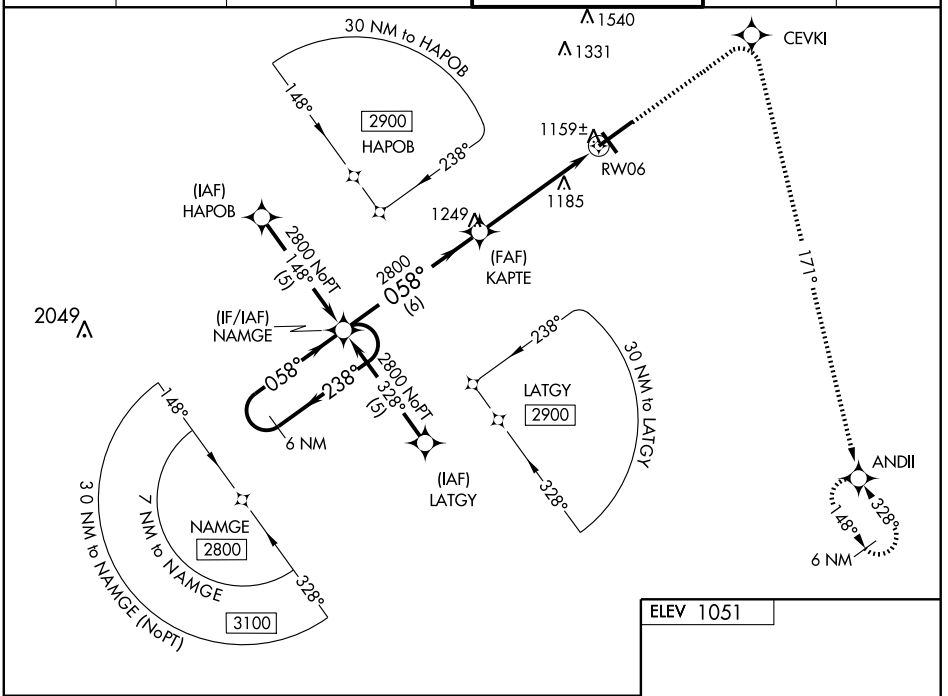
RNAV (GPS) RWY 6

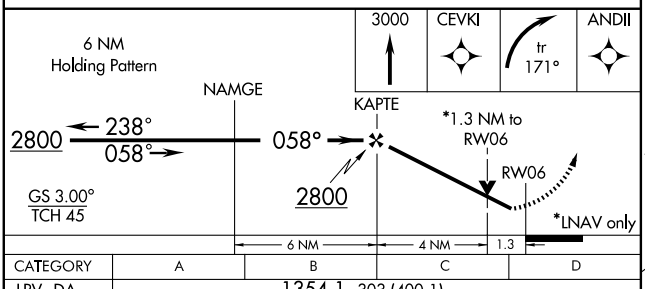
SPRINGFIELD-BECKLEY MUNI (SGH)

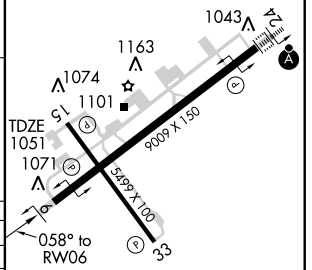
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibilities ¼ mile. VDP and Baro-VNAV NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEVKI and right turn via track 171° to ANDII and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	1354-1 303 (400-1)			
LNAV/VNAV DA	1429-1¼ 378 (400-1¼)			
LNAV MDA	1500-1 449 (500-1)		1500-1¼ 449 (500-1¼)	1500-1½ 449 (500-1½)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

SPRINGFIELD-BECKLEY MUNI (SGH)

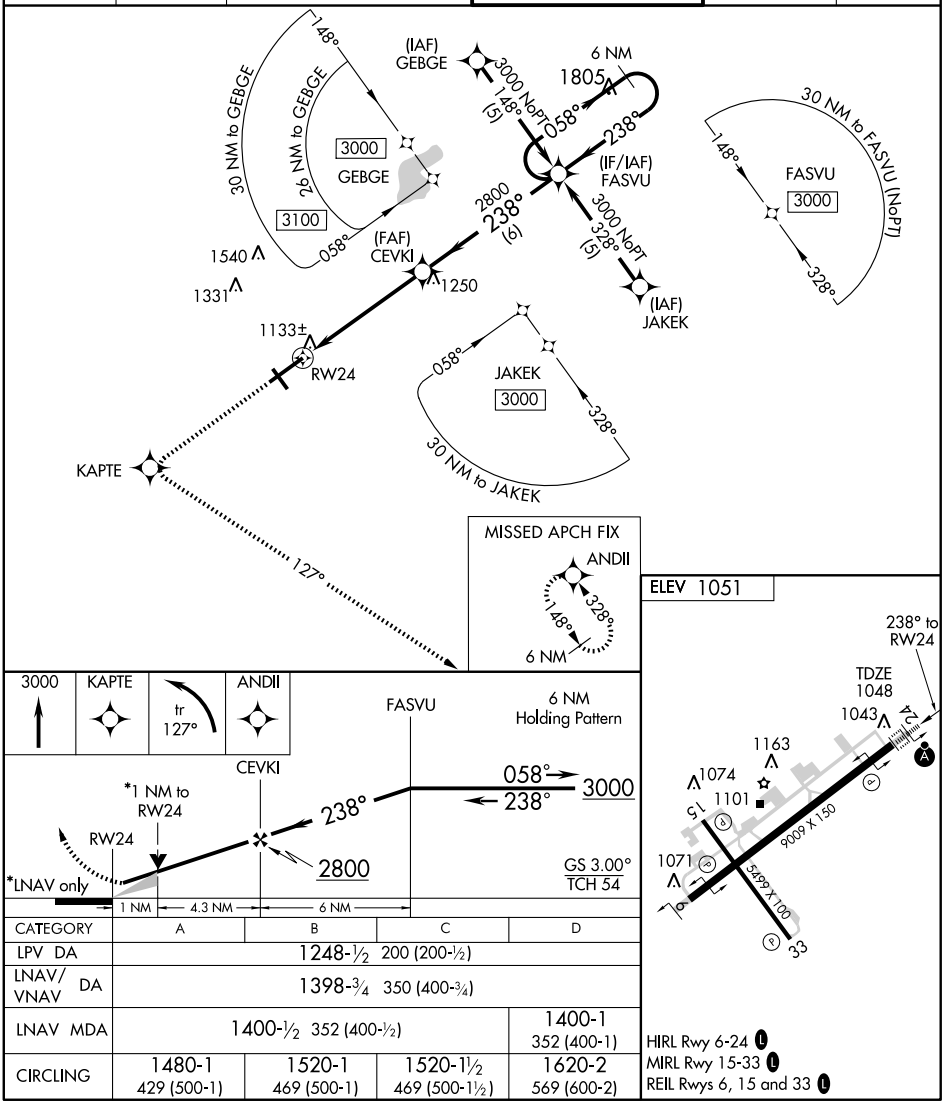
WAAS CH 97615 W24A	APP CRS 238°	Rwy Idg 9009 / TDZE 1048 / Apt Elev 1051

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For inoperative ALSF-2/SSALR, increase LNAV Cat D visibility to 1¼ mile. For inoperative ALSF-2/SSALR, when using Wright-Patterson AFB altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. ALSF-2 reverts to SSALR when tower is closed. VDP and Baro-VNAV NA when using Wright-Patterson AFB altimeter setting.

ALSF-2

MISSED APPROACH: Climb to 3000 direct KAPTE and left turn via track 127° to ANDII and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95



CATEGORY	A	B	C	D
LPV DA	1248-½ 200 (200-½)			
LNAV/VNAV DA	1398-¾ 350 (400-¾)			
LNAV MDA	1400-½ 352 (400-½)			1400-1 352 (400-1)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 6

TACAN XSF Chan 65	APCH CRS 066°	Rwy ldg 9009 TDZE 1052 Arpt Elev 1051

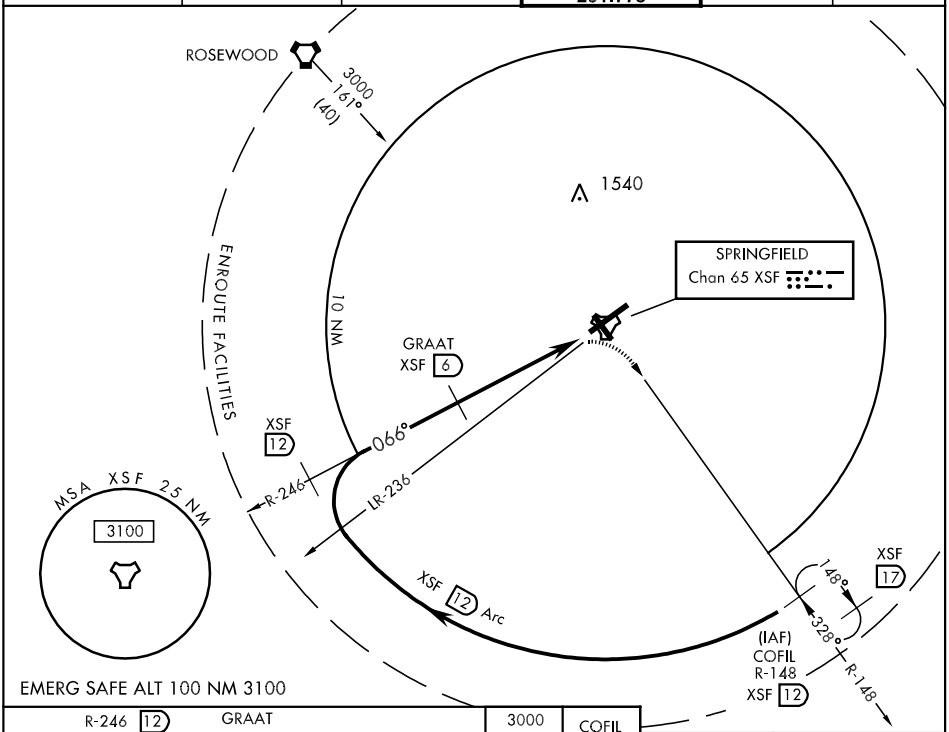
AL-958 [USAF]

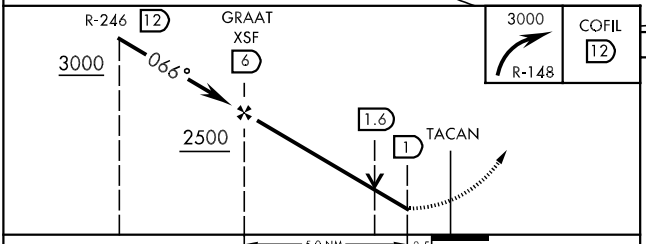
SPRINGFIELD-BECKLEY MUNI (KSGH)

When control tower closed, use Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via XSF R-148 to COFIL 12 DME and hold.

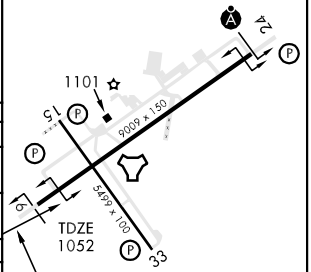
ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95





ELEV 1051

MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L
HIRL Rwy 6-24 L



CATEGORY	A	B	C	D
S-6	1440-1	388	(400-1)	1440-1¼ 388 (400-1¼)
CIRCLING	1480-1 428 (500-1)	1520-1 468 (500-1)	1520-1½ 468 (500-1½)	1620-2 568 (600-2)
WRIGHT-PATTERSON AFB ALTIMETER SETTING MINIMUMS				
S-6	1500-1 448 (500-1)		1500-1¼ 448 (500-1¼)	1500-1½ 448 (500-1½)
CIRCLING	1540-1 488 (500-1)	1560-1 508 (600-1)	1560-1½ 508 (600-1½)	1660-2 608 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy Idg	9009
XSF Chan 65	235°	TDZE	1048
		Arpt Elev	1051

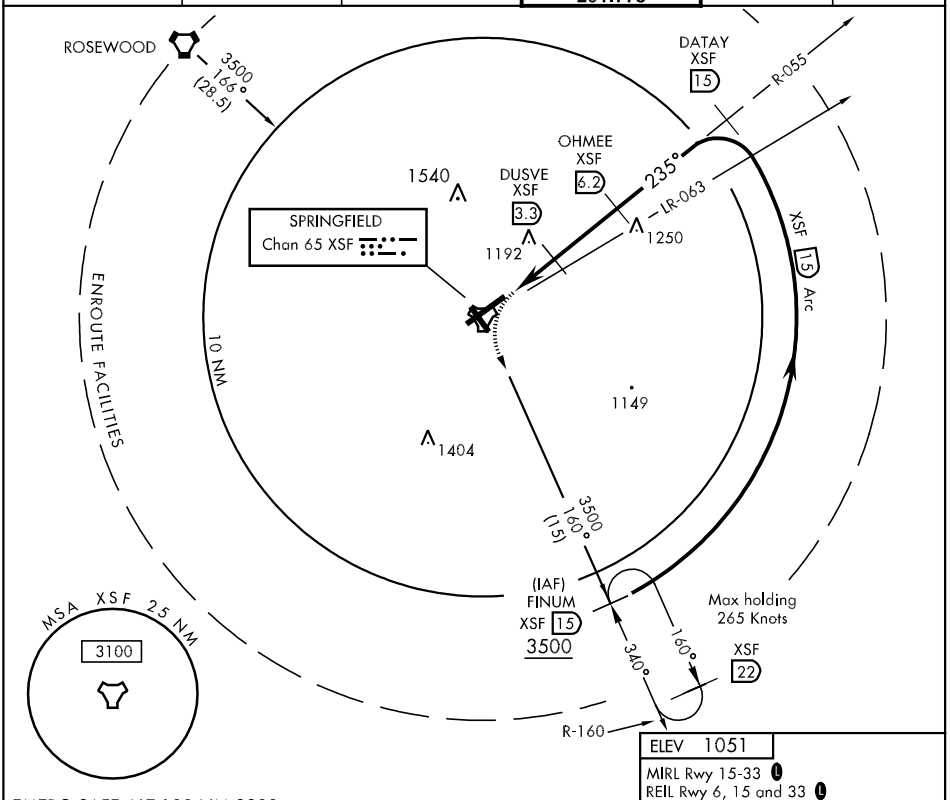
AL-958 [USAF]

▼ * When ALS/SSALR inop, increase CAT E vis ½ mile.
▲NA ALSF-2 reverts to SSALR when tower is closed.

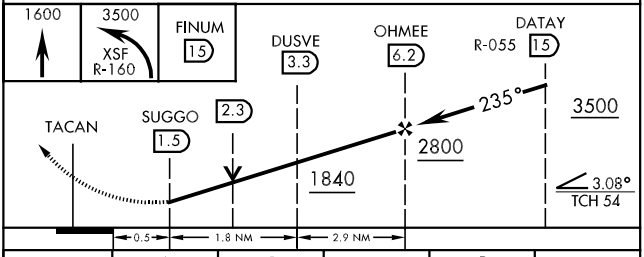
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3500 via XSF TACAN R-160 to FINUM/XSF 15 DME and hold.

ATIS	ASOS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
257.875	134.975	118.85 269.275	120.7 (CTAF) L 291.775	121.7 225.4	122.95

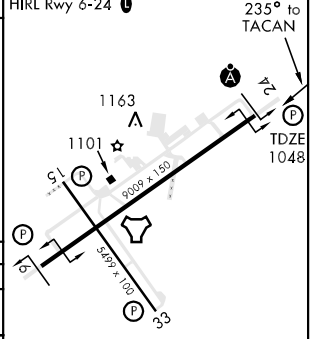


EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D	E
S-24 *	1500-½ 452 (500-½)		1500-¾ 452 (500-¾)	1500-1	452 (500-1)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)	1900-3 849 (900-3)

ELEV 1051
MIRL Rwy 15-33 L
REIL Rwy 6, 15 and 33 L
HIRL Rwy 6-24 L



EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SGH 113.2 Chan 79	APP CRS 323°	Rwy Idg 5499 TDZE 1047 Apt Elev 1051

VOR/DME RWY 33

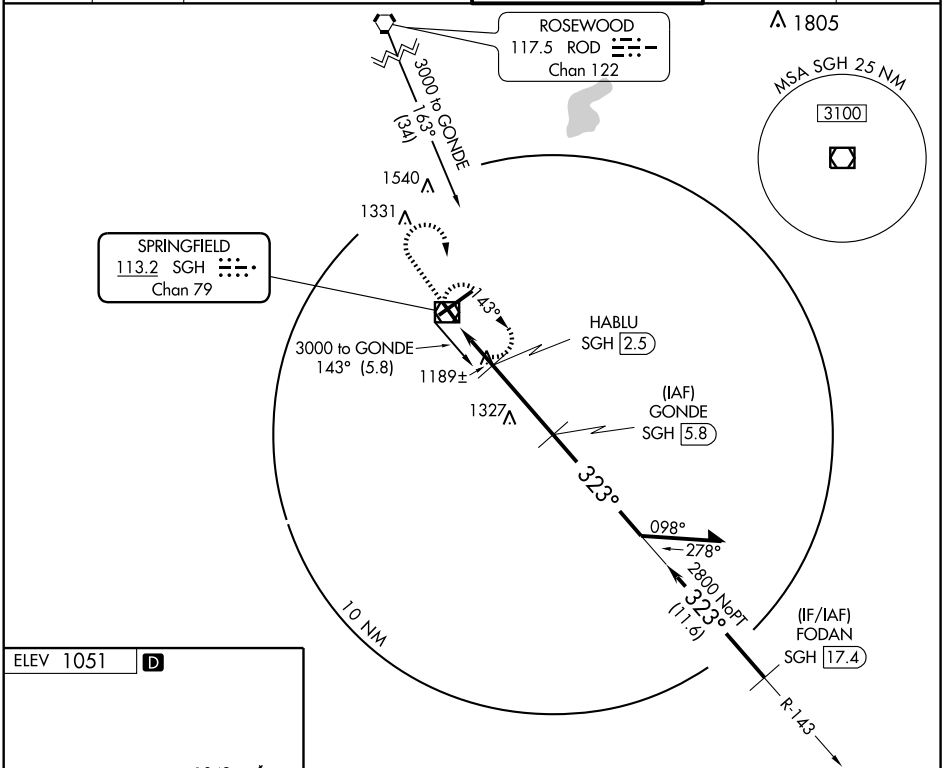
SPRINGFIELD-BECKLEY MUNI (SGH)

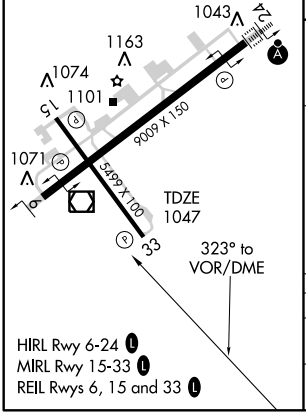
When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDAs 60 feet and increase Cat C/D visibility ¼ mile. Visibility reduction by helicopters NA.

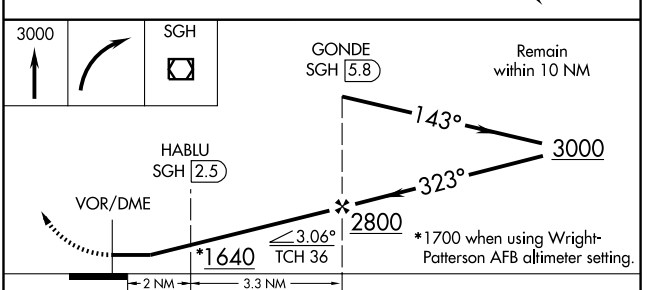
NA

MISSED APPROACH: Climb to 3000 then right turn direct SGH VOR/DME and hold.

ASOS 134.975	ATIS 257.875	DAYTON APP CON 126.5 327.1	SPRINGFIELD TOWER ★ 120.7 (CTAF) L 291.775	GND CON 121.7 225.4	UNICOM 122.95







CATEGORY	A	B	C	D
S-33	1440-1 393 (400-1)			1440-1¼ 393 (400-1¼)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SGH	APP CRS	Rwy Idg	9009
113.2	066°	TDZE	1051
Chan 79		Apt Elev	1051

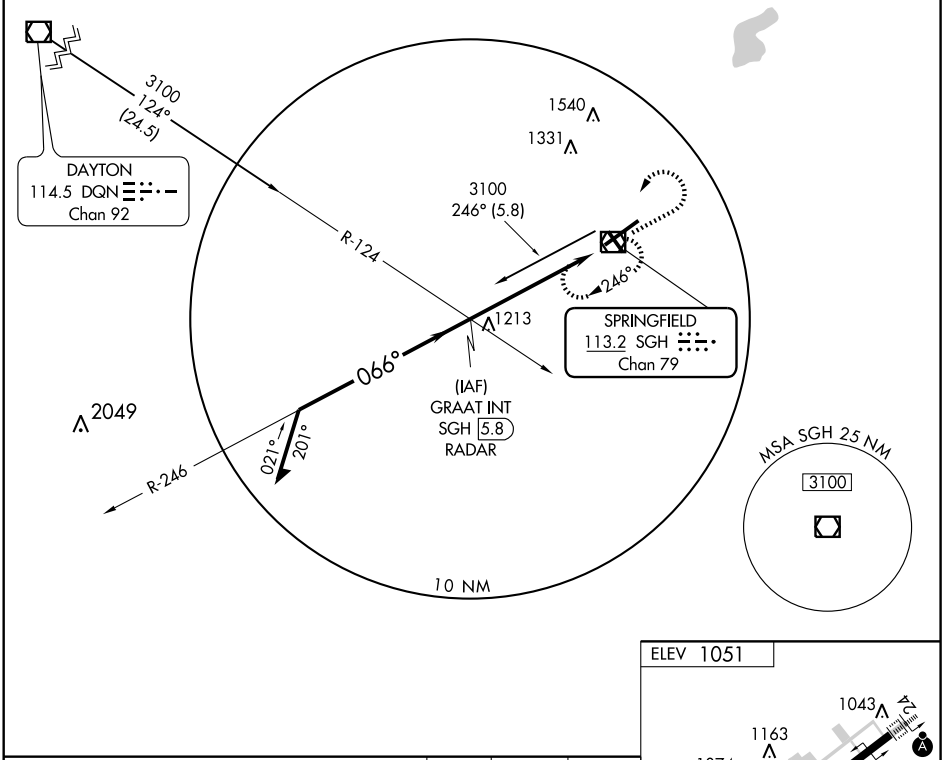
VOR RWY 6

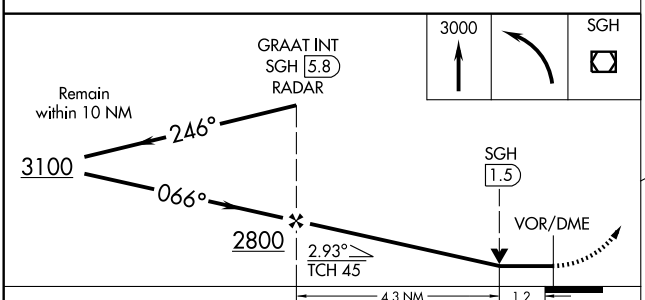
SPRINGFIELD-BECKLEY MUNI (SGH)

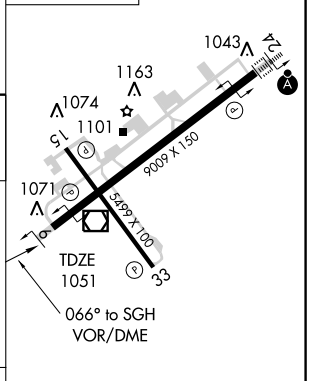
Visibility reduction by helicopters NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA 60 feet. VDP NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn direct SGH VOR/DME and hold.

ASOS	ATIS	DAYTON APP CON	SPRINGFIELD TOWER ★	GND CON	UNICOM
134.975	257.875	118.85 127.225 327.1	120.7 (CTAF) L 291.775	121.7 225.4	122.95







CATEGORY	A	B	C	D
S-6	1480-1 429 (500-1)		1480-1¼ 429 (500-1¼)	1480-1½ 429 (500-1½)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SGH 113.2 Chan 79	APP CRS 235°	Rwy Idg 9009 TDZE 1048 Apt Elev 1051

VOR RWY 24

SPRINGFIELD-BECKLEY MUNI (SGH)

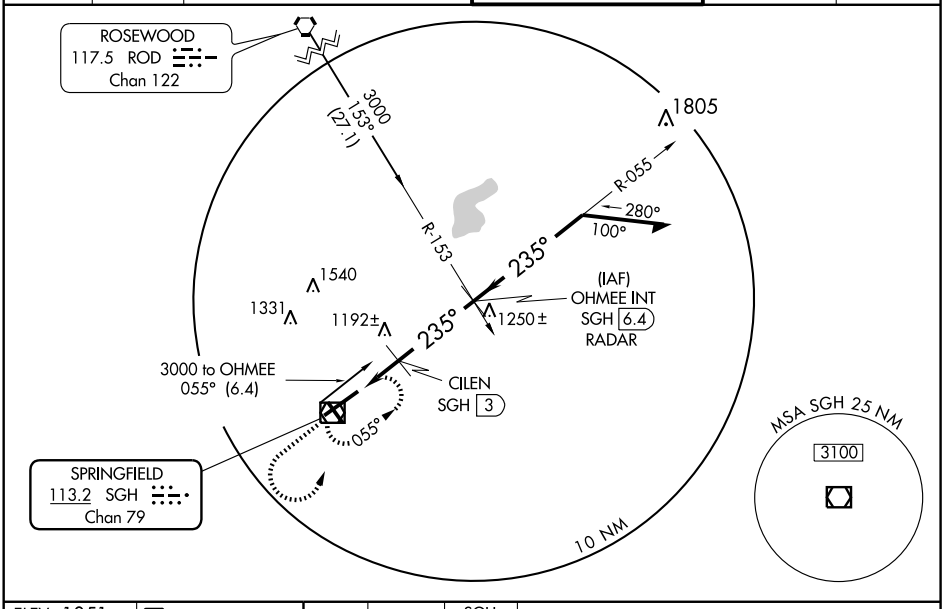
When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDAs 60 feet and increase S-24 Cats C and D and Circling Cat C visibility ¼ mile. VDP NA when using Wright-Patterson AFB altimeter setting. ALSF-2 reverts to SSALR when tower is closed. For inoperative ALSF-2/SSALR, increase CILEN fix minimums S-24 Cat D visibility to 1¼, when using Wright-Patterson AFB altimeter setting increase CILEN fix minimums S-24 Cat D visibility to 1½.

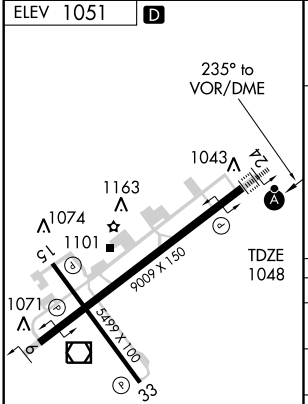
NA

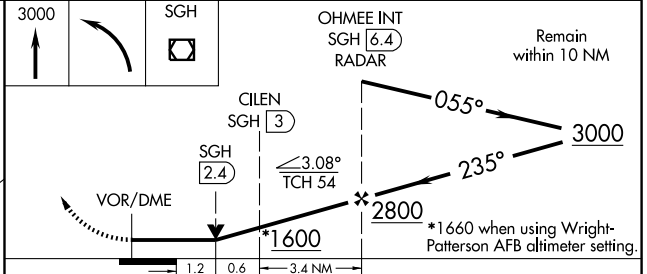
ALSF-2

MISSED APPROACH: Climb to 3000 then left turn direct SGH VOR/DME and hold.

ASOS 134.975	ATIS 257.875	DAYTON APP CON 126.5 327.1	SPRINGFIELD TOWER ★ 120.7 (CTAF) L 291.775	GND CON 121.7 225.4	UNICOM 122.95







CATEGORY	A	B	C	D
S-24	1600-½ 552 (600-1)		1600-1 552 (600-1)	1600-1¼ 552 (600-1¼)
CIRCLING	1600-1 549 (600-1)		1600-1½ 549 (600-1½)	1620-2 569 (600-2)
CILEN FIX MINIMUMS				
S-24	1460-½ 412 (500-½)		1460-¾ 412 (500-¾)	1460-1 412 (500-1)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RICHARD DOWNING (See COSHOCTON)

RICKENBACKER INTL (See COLUMBUS)

ROSEWOOD N40°17.27′ W84°02.59′ NOTAM FILE DAY. DETROIT
(H) VORTAC 117.5 ROD Chan 122 246° 5.7 NM to Sidney Muni. 1080/5W. H–10G, L–27E
RCO 122.1R 117.5T (DAYTON RADIO)

ROSS CO (See CHILLICOTHE)

RUHE'S (See LEIPSIC)

RUSHSYLVANIA N40°27.54′ W83°40.08′ NOTAM FILE DAY. DETROIT
NDB (MHW) 326 RUV 233° 4.2 NM to Bellefontaine Rgnl. SHUTDOWN. L–27E

ST CLAIRSVILLE

ALDERMAN (2P7) 3 W UTC−5(−4DT) N40°03.41′ W80°57.79′ DETROIT
1187 B NOTAM FILE CLE L–29B
RWY 01–19: H2843X50 (ASPH) LIRL 0.8% up N. IAP
RWY 01: Trees. RWY 19: Trees.
AIRPORT REMARKS: Attended 1300Z‡—dusk. Rwy 01–19 surface has med block cracking throughout. South half of ramp – poor condition – broken pavement. Call ahead to ACTIVATE rotating bcn and LIRL Rwy 01–19—740–695–0908. Ldg fee.
COMMUNICATIONS: CTAF 122.9
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ CLEVELAND CENTER APP/DEP CON 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 297° 7.1 NM to fld. 1290/7W.

ST MARYS

GRAND LAKE ST MARYS SPB (012) 5 NE UTC−5(−4DT) N40°32.46′ W84°29.44′ DETROIT
871 NOTAM FILE DAY
WATERWAY 09–27: 7000X4000 (WATER)
WATERWAY 09: Buoy. WATERWAY 27: Buoy. Rgt tfc.
SEAPLANE REMARKS: Attended Apr–Nov 1300–2200Z‡. Arpt CLOSED Nov 15 thru Apr 1 and Memorial and Labor day. No ngt ldgs. No public docks; PPR req for private dock tie up; call 419–394–8797.
COMMUNICATIONS: CTAF 122.9
COMM/NAV/WEATHER REMARKS: Acft operating at Seaplane Base should monitor 122.8 for tfc at Celina Lakefld and Neil Armstrong Wapakoneta Arpts.

SALEM

KOONS (8G8) 2 SW UTC−5(−4DT) N40°53.00′ W80°52.99′ DETROIT
1327 NOTAM FILE CLE
RWY 09–27: 1850X100 (TURF)
RWY 09: P–line. RWY 27: Trees. Rgt tfc.
AIRPORT REMARKS: Attended dalgt hrs. Ldg fee.
COMMUNICATIONS: CTAF 122.9

SALEM AIRPARK INC (38D) 3 N UTC−5(−4DT) N40°56.89′ W80°51.73′ DETROIT
1162 B S4 FUEL 100LL NOTAM FILE CLE L–30G
RWY 10L–28R: H3404X50 (ASPH) LIRL (NSTD) 0.3% up E IAP
RWY 10L: Trees. RWY 28R: Thld dsplcd 258′. Trees.
RWY 10R–28L: 2593X85 (TURF) 0.4% up E
RWY 10R: Trees. RWY 28L: Pole.
AIRPORT REMARKS: Attended 1400Z‡–dusk. CAUTION: P–line crosses apch end of Rwys 28L and 28R at thld. CAUTION: Drag Strip 3500′ SE of arpt. Arpt bcn ops dusk–0430Z‡. Arpt lgts ops dusk–0500Z‡. ACTIVATE LIRL Rwy 10L–28R—CTAF. For rotating bcn after 0430Z‡ call airport manager before dusk on 330–533–1060. Rwy 10L–28R NSTD LIRL; Rwy 28R lgtd 330′ from rwy end with 360° green lgts; Rwy 10L lgtd 238′ from rwy end . Rwy 10R–28L marked with yellow cones on N side of rwy; rwy ends not marked.
COMMUNICATIONS: CTAF/UNICOM 122.7
AKRON–CANTON APP/DEP CON 125.5 (1100–0500Z‡)
Ⓡ CLEVELAND CENTER APP/DEP CON 120.775 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
YOUNGSTOWN (L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 205° 24.5 NM to fld. 1160/5W.
HIWAS.

VOR/DME AIR	APP CRS	Rwy Idg	N/A
117.1	297°	TDZE	N/A
Chan 118		Apt Elev	1187

VOR-A

ST. CLAIRSVILLE / ALDERMAN (2P7)

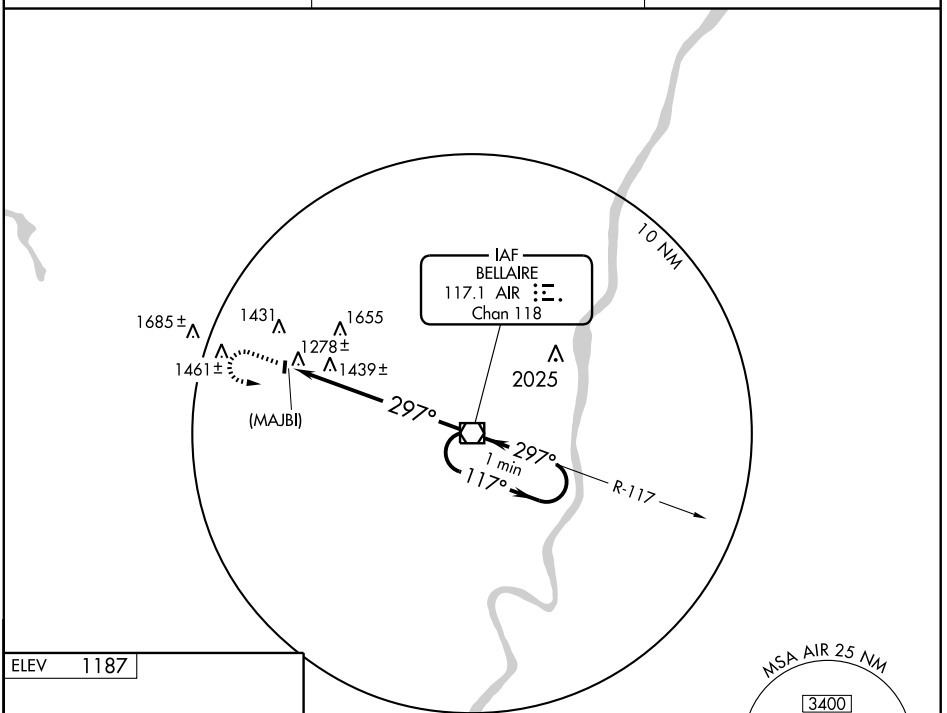
Use Wheeling, WV altimeter setting; when not received, use Pittsburgh Intl altimeter setting and increase all MDA 80 feet and Cat B visibility ¼ mile. Procedure NA at night except by prior arrangement for runway lights.

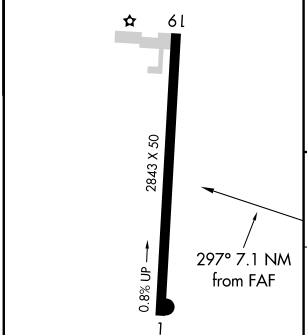
NA

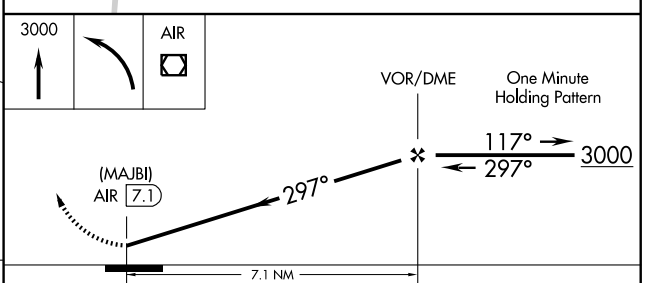
MISSED APPROACH: Climb to 3000 then left turn direct AIR VOR/DME and hold.

WHEELING ASOS	CLEVELAND CENTER	CTAF
127.375	120.4 257.975	122.9

EC-2, 21 OCT 2010 to 18 NOV 2010







FAF to MAP 7.1 NM

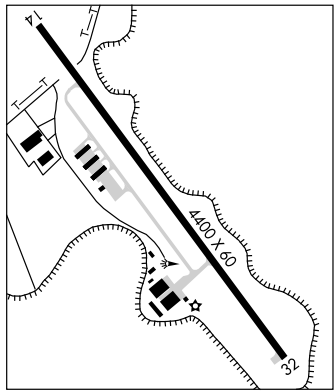
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

CATEGORY	A	B	C	D
CIRCLING	1920-1 733 (800-1)		NA	

EC-2, 21 OCT 2010 to 18 NOV 2010

STEUBENVILLE

JEFFERSON CO AIRPARK (2G2) 4 W UTC−5(−4DT) N40°21.57′ W80°42.00′ — DETROIT
1196 B **FUEL** 100LL, JET A NOTAM FILE CLE — L–29B
RWY 14–32: H4400X60 (ASPH) S–7 MIRL — IAP
RWY 32: REIL.
AIRPORT REMARKS: Attended 1300–2100Z‡. Fuel Jet A and 100LL avbl 24 hours with credit card. Deer on and invof arpt. Ultralight activity on and invof arpt weekday evenings and weekends. ACTIVATE MIRL Rwy 14–32; REIL Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
PITTSBURG APP/DEP CON 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.
WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.60′ W80°34.12′ 322° 8.5 NM to fld. 1270/07W.



SUMIE N39°59.17′ W82°45.27′ NOTAM FILE DAY. — CINCINNATI
NDB (HW/LOM) 391 CM 281° 6.4 NM to Port Columbus Intl. Unmonitored. — L–29A

TABEY N41°34.15′ W81°34.43′ NOTAM FILE BKL. — DETROIT
NDB (LOM) 248 BF 245° 5.8 NM to Burke Lakefront. SHUTDOWN.

TIFFIN N41°05.89′ W83°12.46′ NOTAM FILE CLE. — DETROIT
NDB (MHW) 269 TII at Seneca Co. NDB unmonitored. — L–28J, 29A

TIFFIN

SENECA CO (16G) 2 SW UTC−5(−4DT) N41°05.64′ W83°12.75′ — DETROIT
786 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE — L–28J, 29A
RWY 06–24: H4000X75 (ASPH) MIRL — IAP
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0°TCH 38′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Fuel available 24 hrs with credit card. Rwy 06 PAPI unusable byd 5° left of centerline. Rwy 24 VASI unusable byd 5° left of centerline. ACTIVATE MIRL Rwy 06–24; REIL and PAPI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.175 (419) 443–1043.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 073° 26.0 NM to fld. 820/2W.
TIFFIN NDB (MHW) 269 TII N41°05.89′ W83°12.46′ at fld. NOTAM FILE CLE. NDB unmonitored.

TIVERTON N40°27.48′ W82°07.61′ NOTAM FILE CLE. — DETROIT
(L) VOR/DME 116.5 TVT Chan 112 062° 9.2 NM to Holmes Co. 1340/3W. — L–29A

RNAV (GPS) RWY 14

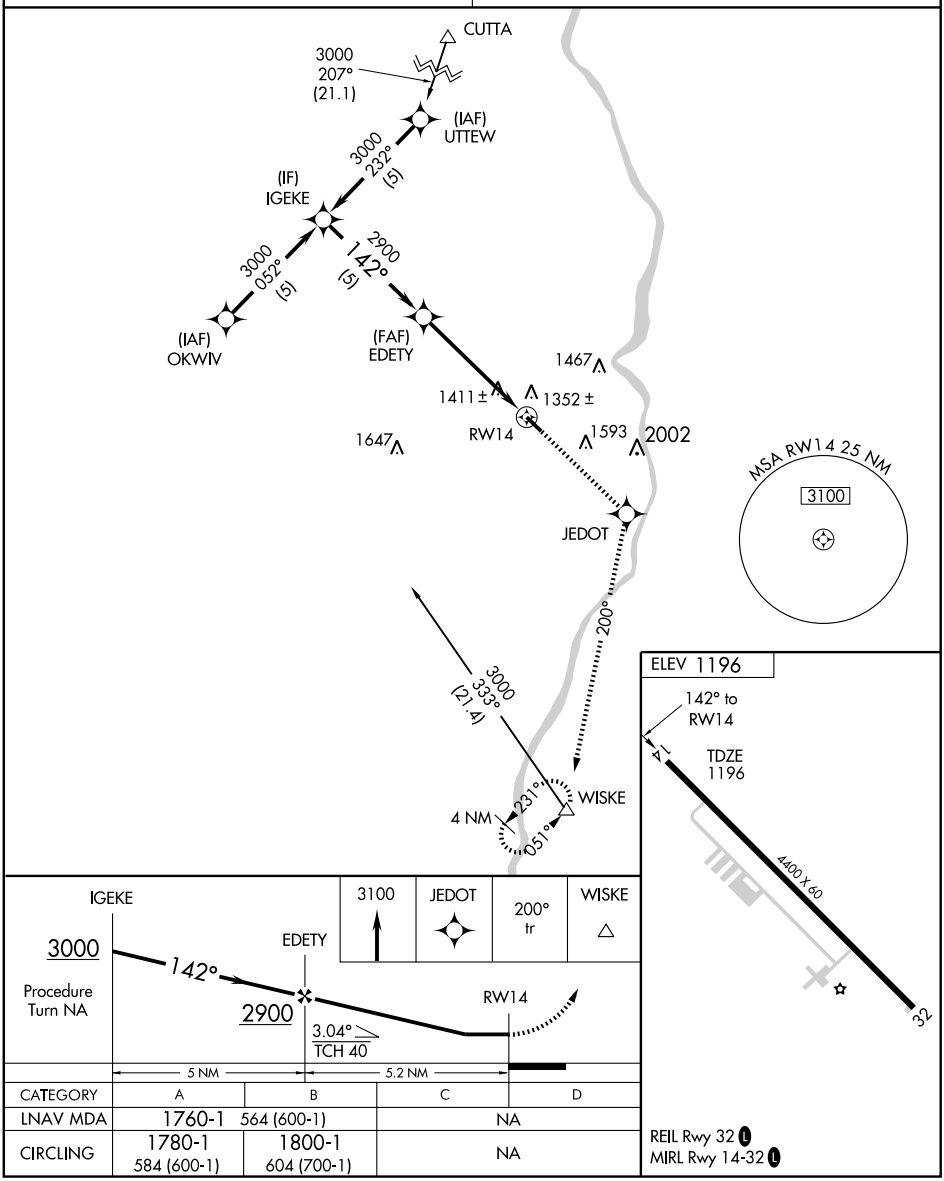
STEUBENVILLE/ JEFFERSON COUNTY AIRPARK (2G2)

APP CRS	Rwy Idg	4400
142°	TDZE	1196
	Apt Elev	1196

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Wheeling altimeter setting, when not received, use Pittsburgh International altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3100 direct JEDOT and on track 200° to WISKE and hold.

PITTSBURGH APP CON	UNICOM
124.750 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1760-1 564 (600-1)		NA	
CIRCLING	1780-1 584 (600-1)	1800-1 604 (700-1)	NA	

REIL Rwy 32 L
MIRL Rwy 14-32 L

EC-2, 21 OCT 2010 to 18 NOV 2010

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RNAV (GPS) RWY 32

STEUBENVILLE/JEFFERSON COUNTY AIRPARK (2G2)

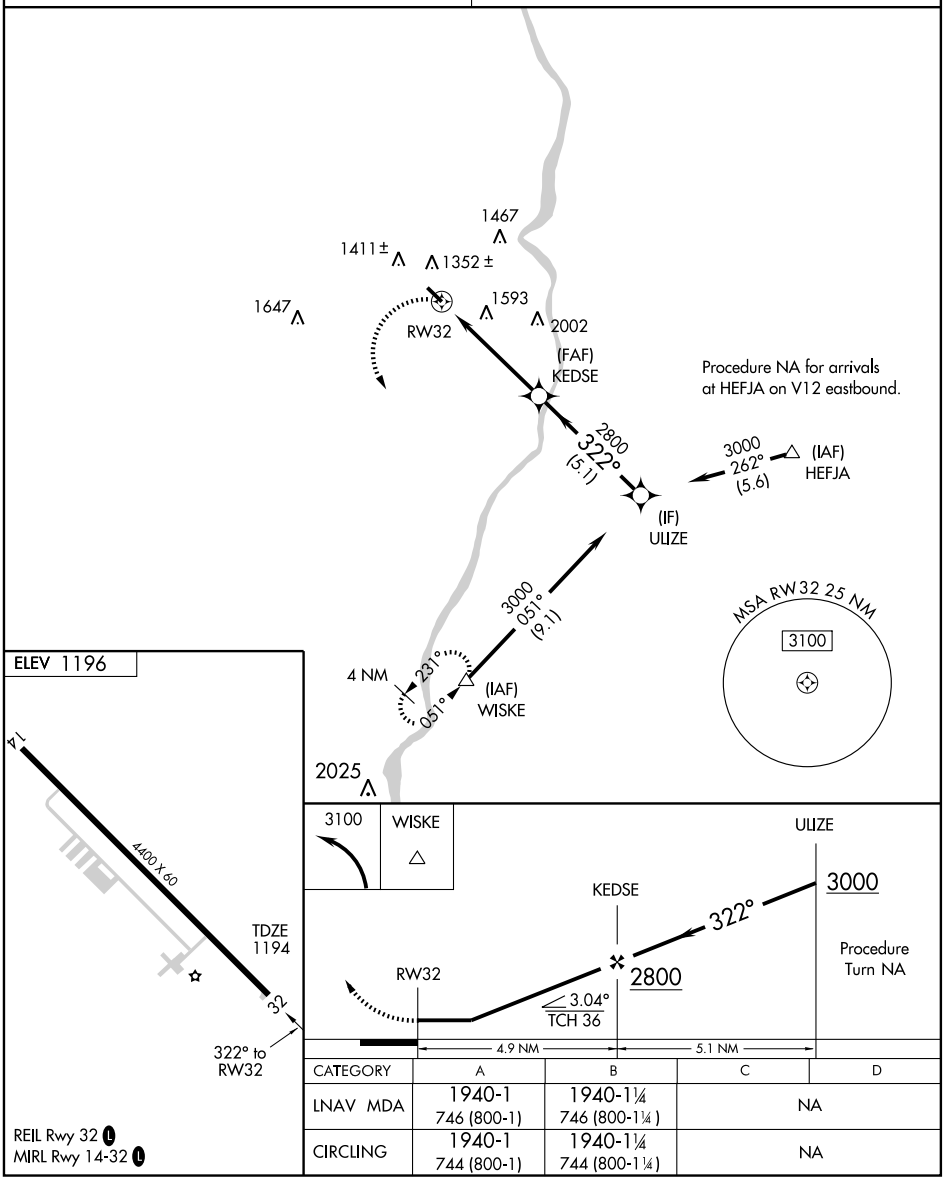
APP CRS	Rwy Idg	4400
322°	TDZE	1194
	Apt Elev	1196

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Wheeling altimeter setting, when not received, use Pittsburgh International altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climbing left turn to 3100 direct WISKE and hold.

PITTSBURGH APP CON	UNICOM
124.750 338.2	122.8 (CTAF) L



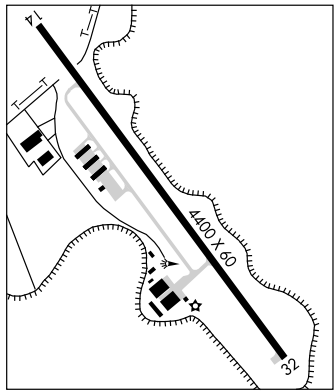
CATEGORY	A	B	C	D
LNAV MDA	1940-1 746 (800-1)	1940-1¼ 746 (800-1¼)	NA	
CIRCLING	1940-1 744 (800-1)	1940-1¼ 744 (800-1¼)	NA	

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

STEUBENVILLE

JEFFERSON CO AIRPARK (2G2) 4 W UTC−5(−4DT) N40°21.57′ W80°42.00′ — DETROIT
1196 B **FUEL** 100LL, JET A NOTAM FILE CLE — L–29B
RWY 14–32: H4400X60 (ASPH) S–7 MIRL — IAP
RWY 32: REIL.
AIRPORT REMARKS: Attended 1300–2100Z‡. Fuel Jet A and 100LL avbl 24 hours with credit card. Deer on and invof arpt. Ultralight activity on and invof arpt weekday evenings and weekends. ACTIVATE MIRL Rwy 14–32; REIL Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
PITTSBURG APP/DEP CON 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE HLG.
WHEELING (L) VOR/DME 112.2 HLG Chan 59 N40°15.60′ W80°34.12′ 322° 8.5 NM to fld. 1270/07W.



SUMIE N39°59.17′ W82°45.27′ NOTAM FILE DAY. — CINCINNATI
NDB (HW/LOM) 391 CM 281° 6.4 NM to Port Columbus Intl. Unmonitored. — L–29A

TABEY N41°34.15′ W81°34.43′ NOTAM FILE BKL. — DETROIT
NDB (LOM) 248 BF 245° 5.8 NM to Burke Lakefront. SHUTDOWN.

TIFFIN N41°05.89′ W83°12.46′ NOTAM FILE CLE. — DETROIT
NDB (MHW) 269 TII at Seneca Co. NDB unmonitored. — L–28J, 29A

TIFFIN

SENECA CO (16G) 2 SW UTC−5(−4DT) N41°05.64′ W83°12.75′ — DETROIT
786 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE — L–28J, 29A
RWY 06–24: H4000X75 (ASPH) MIRL — IAP
RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Tree.
RWY 24: REIL. PAPI(P4L)—GA 3.0°TCH 38′. Trees.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Fuel available 24 hrs with credit card. Rwy 06 PAPI unusable byd 5° left of centerline. Rwy 24 VASI unusable byd 5° left of centerline. ACTIVATE MIRL Rwy 06–24; REIL and PAPI Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.175 (419) 443–1043.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TOLEDO APP/DEP CON** 120.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 073° 26.0 NM to fld. 820/2W.
TIFFIN NDB (MHW) 269 TII N41°05.89′ W83°12.46′ at fld. NOTAM FILE CLE. NDB unmonitored.

TIVERTON N40°27.48′ W82°07.61′ NOTAM FILE CLE. — DETROIT
(L) VOR/DME 116.5 TVT Chan 112 062° 9.2 NM to Holmes Co. 1340/3W. — L–29A

NDB TII	APP CRS	Rwy Idg	4000
269	250°	TDZE	785
		Apt Elev	786

NDB RWY 24

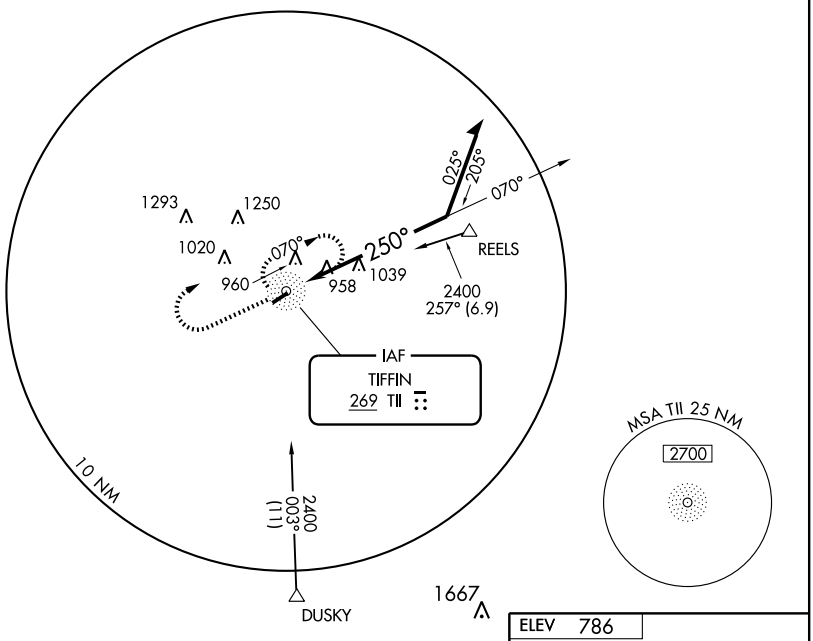
TIFFIN / SENECA COUNTY (16G)

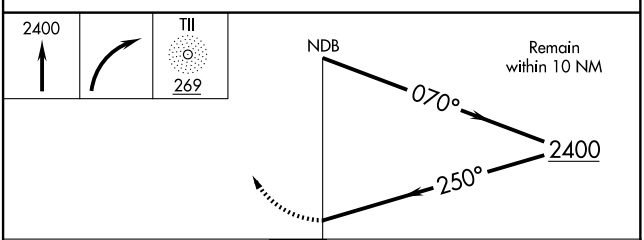
NA

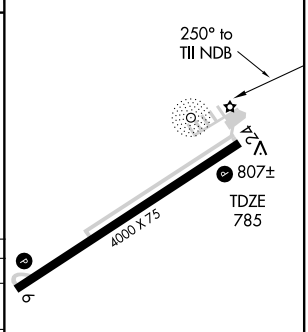
Obtain local altimeter setting on CTAF; when not received, use Findlay altimeter setting.

MISSED APPROACH: Climb to 2400, then right turn direct TII NDB and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
127.175	124.425	120.8 317.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-24	1420-1 635 (700-1)		1420-1¾ 635 (700-1¾)	1420-2 635 (700-2)
CIRCLING	1420-1 634 (700-1)		1420-1¾ 634 (700-1¾)	1420-2 634 (700-2)
FINDLAY ALTIMETER SETTING MINIMUMS				
S-24	1460-1 675 (700-1)		1460-2 675 (700-2)	1460-2¼ 675 (700-2¼)
CIRCLING	1460-1 674 (700-1)		1460-2 674 (700-2)	1460-2¼ 674 (700-2¼)

MIRL Rwy 6-24 L

REIL Rwys 6 and 24 L

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EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 77713	061°	TDZE	786
W06A		Apt Elev	786

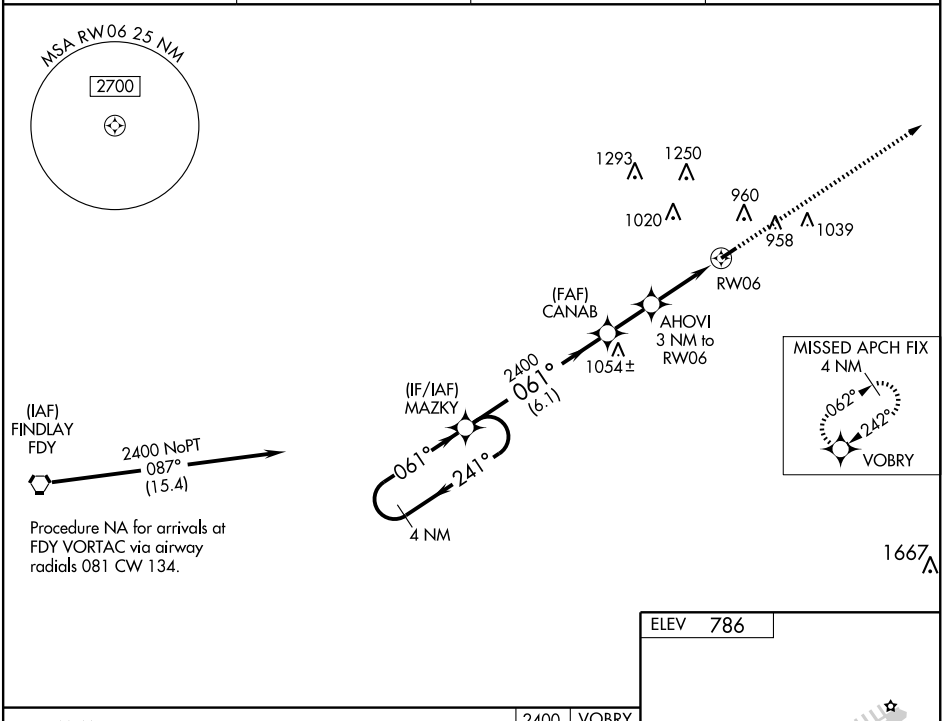
RNAV (GPS) RWY 6

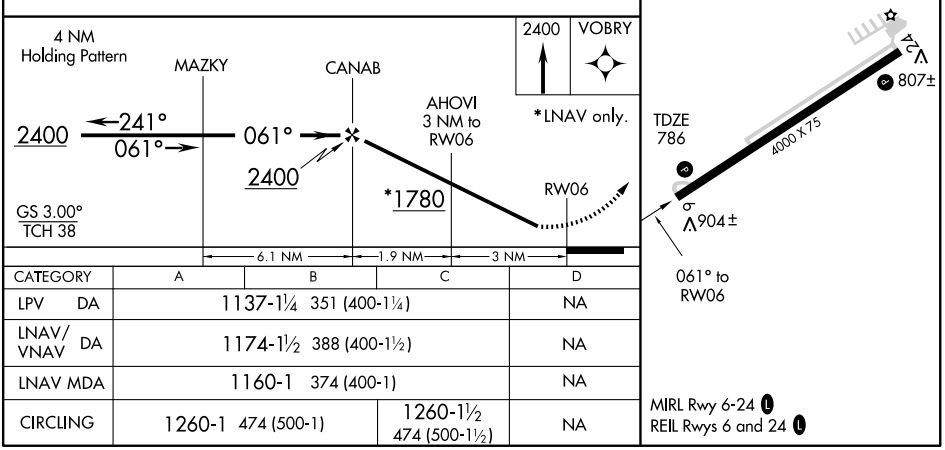
TIFFIN / SENECA COUNTY (16G)

NA Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 53 feet and all MDA 60 feet, increase LPV all Cats visibilities ¼ mile and LNAV Cat C visibility ¼ mile. Straight-in/Circling Rwy 6 NA at night.

MISSED APPROACH: Climb to 2400 direct VOBRY and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
127.175	124.425	120.8 317.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1137-1¼ 351 (400-1¼)			NA
LNAV/VNAV DA	1174-1½ 388 (400-1½)			NA
LNAV MDA	1160-1 374 (400-1)			NA
CIRCLING	1260-1 474 (500-1)		1260-1½ 474 (500-1½)	NA

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
242°	TDZE	785
	Apt Elev	786

RNAV (GPS) RWY 24

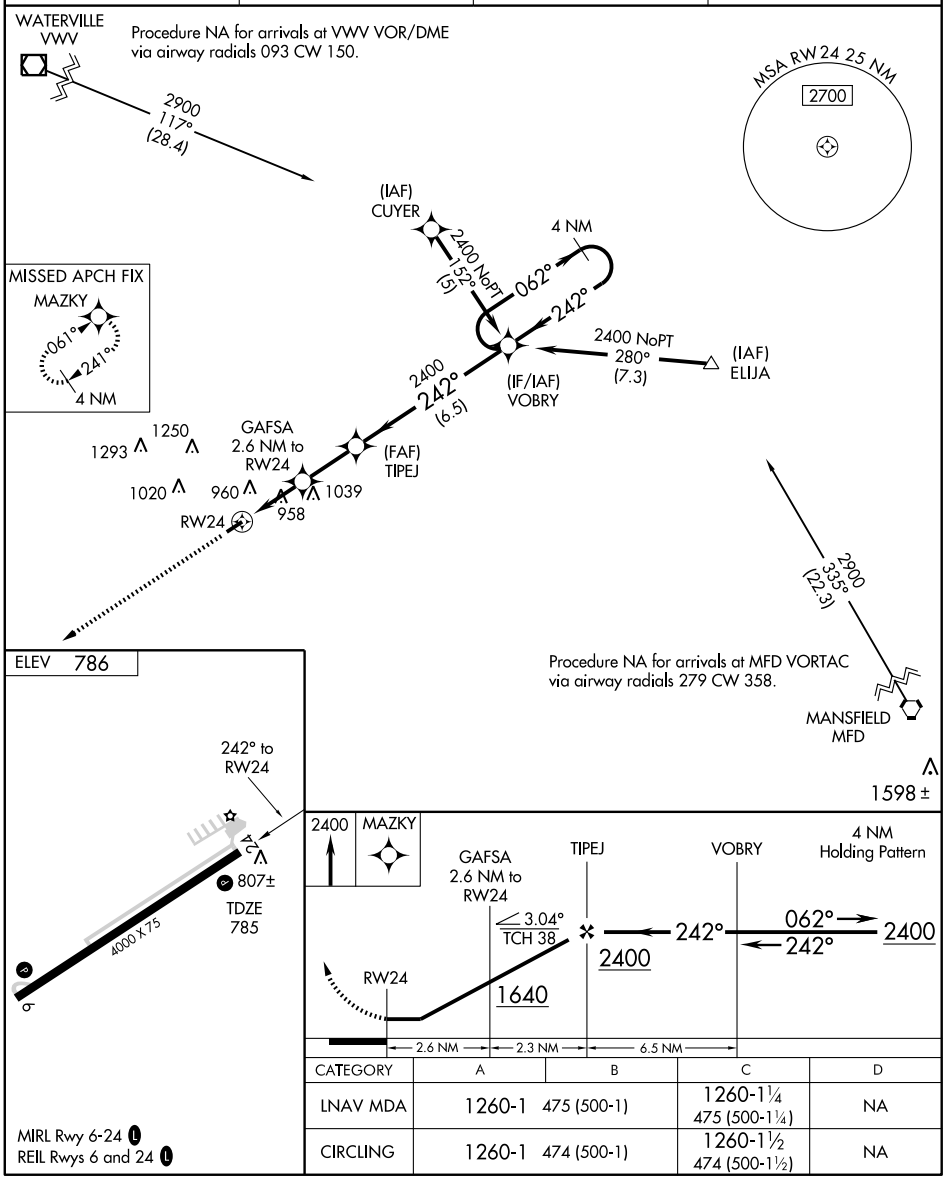
TIFFIN / SENECA COUNTY(16G)

Circling to Rwy 6 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet and LNAV Cat C visibilty ¼ mile.

NA

MISSED APPROACH: Climb to 2400 direct MAZKY and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
127.175	124.425	120.8 317.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	475 (500-1)	1260-1¼ 475 (500-1¼)	NA
CIRCLING	1260-1	474 (500-1)	1260-1½ 474 (500-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC FDY 108.2 Chan 19	APP CRS 073°	Rwy Idg 4000 TDZE 786 Apt Elev 786

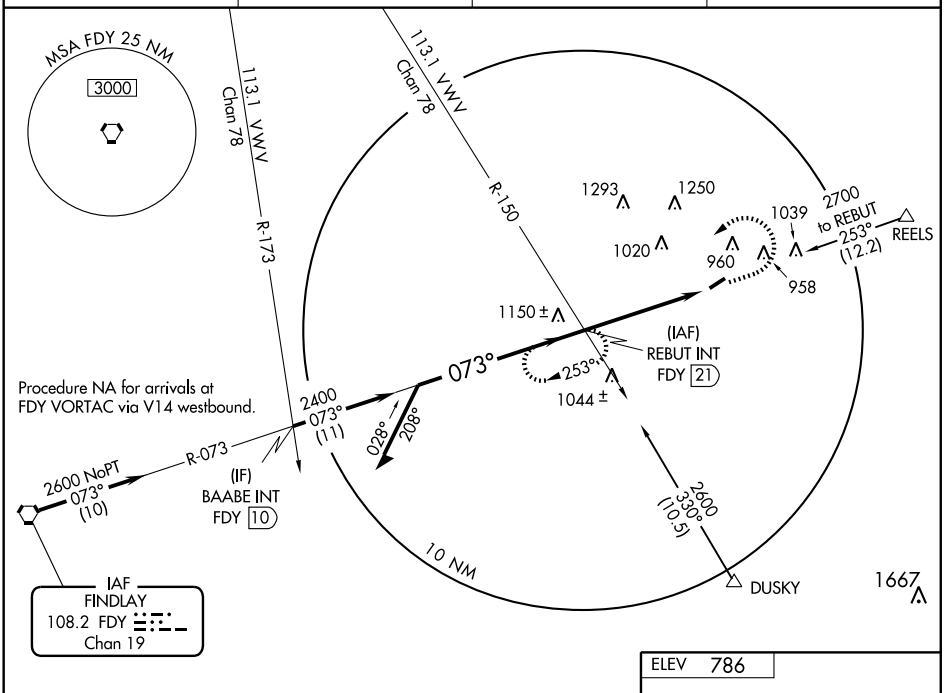
VOR RWY 6

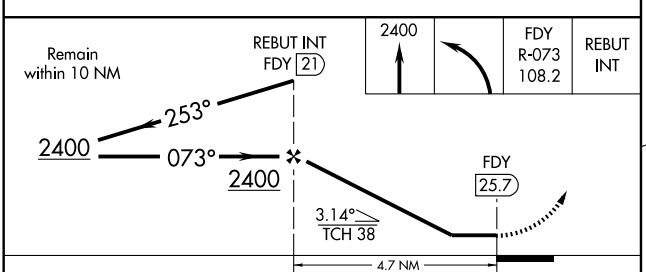
TIFFIN / SENECA COUNTY (16G)

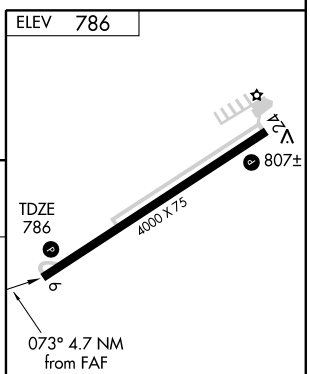
▼ ▲ NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2400 then left turn via FDY R-073 to REBUT INT/FDY 21 DME and hold.

AWOS-3	FINDLAY ASOS	TOLEDO APP CON	UNICOM
127.175	124.425	120.8 317.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-6	1400-1 614 (700-1)	1400-1¼ 614 (700-1¼)	1400-1¾ 614 (700-1¾)	NA
CIRCLING	1400-1 614 (700-1)	1400-1¼ 614 (700-1¼)	1400-1¾ 614 (700-1¾)	NA

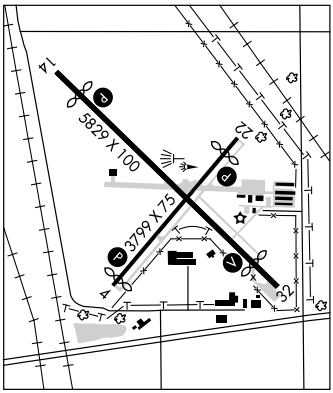
MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

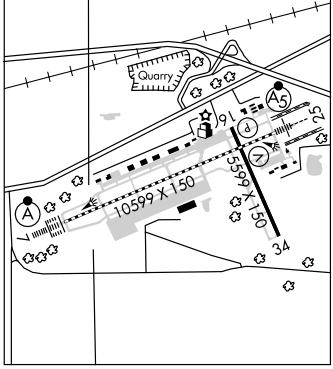
TOLEDO

METCALF FLD (TDZ) 6 SE UTC−5(−4DT) N41°33.90′ W83°28.93′ DETROIT
623 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE TDZ H–10G, L–28J
RWY 14–32: H5829X100 (ASPH–GRVD) S–63, D–85, 2S–107 MIRL IAP
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Thld dsplcd 578′. Tower.
RWY 32: VASI(V4L)—GA 3.0° TCH 43′. Thld dsplcd 587′. Road.
RWY 04–22: H3799X75 (ASPH) S–63, D–85, 2S–107 MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 100′. Road.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 380′. Railroad.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA 4600 TODA 4600 ASDA 5242 LDA 4680
RWY 32: TORA 5268 TODA 5268 ASDA 5268 LDA 4680
AIRPORT REMARKS: Attended Mon–Fri continuously, Sat–Sun 1300–0100Z‡. Parallel twy Rwy 04–22 and Rwy 14–32 35′ wide. Seagulls on and invof arpt. Ldg fee. ACTIVATE MIRL Rwy 04–22 and Rwy 14–32, REIL and PAPI Rwy 04, Rwy 22, Rwy 14 and VASI Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 121.575 (419) 838–5034.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 048° 9.8 NM to fld. 660/2W.

TOLEDO EXPRESS (TOL) 10 W UTC−5(−4DT) N41°35.21′ W83°48.47′ DETROIT
683 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE TOL H–10G, L–28J
RWY 07–25: H10599X150 (ASPH–GRVD) S–100, D–174, 2S–175, 2D–300, 2D/2D2–550 IAP, AD
HIRL CL
RWY 07: ALSF2. TDZL. Trees.
RWY 25: MALSR. VASI(V4L)—GA 3.0° TCH 51′. Trees. 0.3% up.
RWY 16–34: H5599X150 (ASPH–GRVD) S–100, D–174, 2S–175, 2D–300 MIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 48′. Trees.
RWY 34: REIL.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA 10599 TODA 10599 ASDA 10599 LDA 10599
RWY 16: TORA 5599 TODA 5599 ASDA 5599 LDA 5599
RWY 25: TORA 10599 TODA 10599 ASDA 10599 LDA 10599
RWY 34: TORA 5599 TODA 5599 ASDA 5599 LDA 5599
ARRESTING GEAR/SYSTEM
RWY 07 ←BAK–12 BAK–12 →**RWY 25**
AIRPORT REMARKS: Attended continuously. Fuel and svc avbl 1300–0500Z‡. Birds and deer on and invof arpt. Twy A west of Rwy 16 and the ramp between Twy B9 and B13 not visible from twr. Customs: Sat–Sun req must be made prior to 2200Z‡ on Fri, phone 419–259–6424.
WEATHER DATA SOURCES: ASOS (419) 865–8351.
COMMUNICATIONS: ATIS 118.75 **UNICOM** 122.95
Ⓡ **APP/DEP CON** 126.1 (360°–179°) 134.35 (180°–359°) 123.975
TOWER 118.1 **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 319° 11.1 NM to fld. 664/2W.
TOPHR NDB (LOM) 219 TO N41°33.21′ W83°55.27′ 074° 5.5 NM to fld. Unmonitored. NOTAM FILE TOL.
ILS 109.7. I–TOL Rwy 07. Class IE. LOM TOPHR NDB.
ILS 108.7 I–BQE Rwy 25. Class IA. LOC unusable 0.4 NM inbound. ILS unmonitored when twr clsd.
ASR

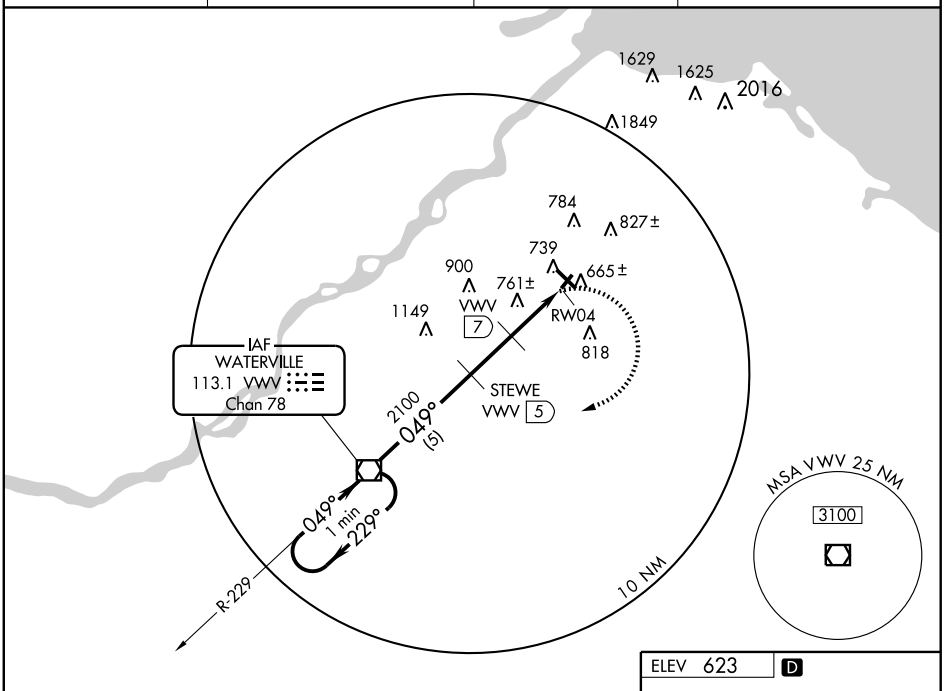
VOR/DME VWV 113.1 Chan 78	APP CRS 049°	Rwy Idg 3699 TDZE 622 Apt Elev 623

VOR/DME or GPS RWY 4

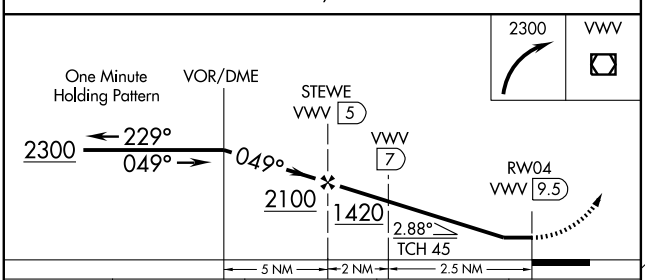
TOLEDO / METCALF FIELD (TDZ)

MISSED APPROACH: Climbing right turn to 2300 direct VWV VOR/DME and hold.

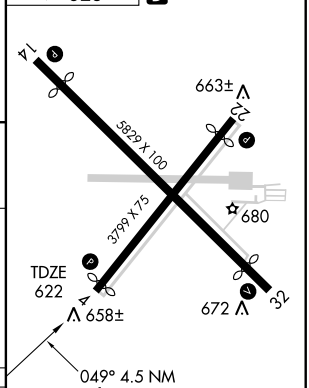
ASOS	TOLEDO APP CON	CLNC DEL	UNICOM
121.575	126.1 307.0	125.6	123.05 (CTAF) L



NoPT for arrivals on VWV VOR/DME airway radials 150 clockwise 308.



CATEGORY	A	B	C	D
S-4	1060-1 438 (500-1)		1060-1¼ 438 (500-1¼)	1060-1½ 438 (500-1½)
CIRCLING	1120-1 498 (500-1)		1120-1½ 498 (500-1½)	1180-2 558 (600-2)



REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 14-32 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

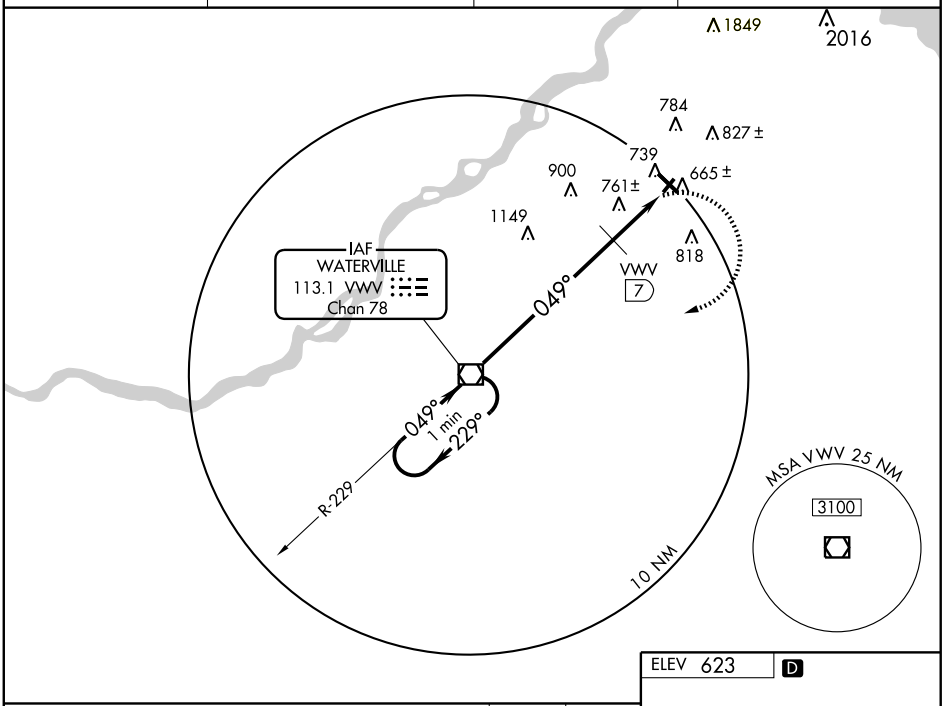
VOR/DME VWV 113.1 Chan 78	APP CRS 049°	Rwy Idg 3699 TDZE 622 Apt Elev 623

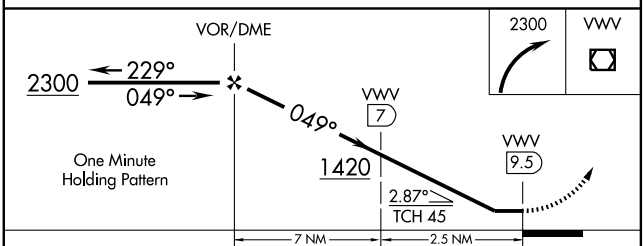
VOR RWY 4

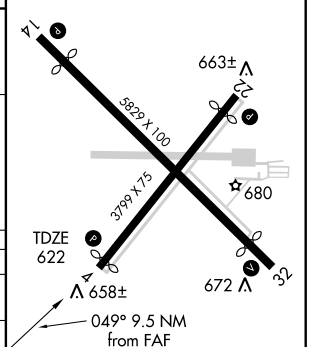
TOLEDO/METCALF FIELD (TDZ)

MISSED APPROACH: Climbing right turn to 2300 direct VWV VOR/DME and hold.

ASOS 121.575	TOLEDO APP CON 126.1 307.0	CLNC DEL 125.6	UNICOM 123.05 (CTAF) L







CATEGORY	A	B	C	D
S-4	1420-1 798 (800-1)	1420-1¼ 798 (800-1¼)	1420-2¼ 798 (800-2¼)	1420-2½ 798 (800-2½)
CIRCLING	1420-1 798 (800-1)	1420-1¼ 798 (800-1¼)	1420-2¼ 798 (800-2¼)	1420-2½ 798 (800-2½)
DME MINIMUMS				
S-4	1060-1 438 (500-1)		1060-1¼ 438 (500-1¼)	1060-1½ 438 (500-1½)
CIRCLING	1120-1 498 (500-1)		1120-1½ 498 (500-1½)	1180-2 558 (600-2)

REIL Rwys 4 and 22 L
MIRL Rwys 4-22 and 14-32 L

FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RWY 07-25
S-100, D-174, 2S-175, 2D-300, 2D/2D2-550
RWY 16-34
S-100, D-174, 2S-175, 2D-300

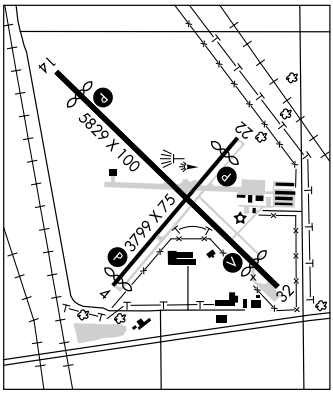
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES; READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

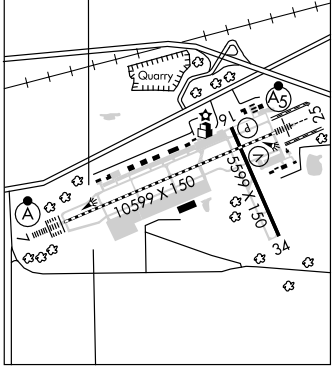
TOLEDO

METCALF FLD (TDZ) 6 SE UTC−5(−4DT) N41°33.90′ W83°28.93′ DETROIT
623 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE TDZ H–10G, L–28J
RWY 14–32: H5829X100 (ASPH–GRVD) S–63, D–85, 2S–107 MIRL IAP
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Thld dsplcd 578′. Tower.
RWY 32: VASI(V4L)—GA 3.0° TCH 43′. Thld dsplcd 587′. Road.
RWY 04–22: H3799X75 (ASPH) S–63, D–85, 2S–107 MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 100′. Road.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Thld dsplcd 380′. Railroad.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA 4600 TODA 4600 ASDA 5242 LDA 4680
RWY 32: TORA 5268 TODA 5268 ASDA 5268 LDA 4680
AIRPORT REMARKS: Attended Mon–Fri continuously, Sat–Sun 1300–0100Z‡. Parallel twy Rwy 04–22 and Rwy 14–32 35′ wide. Seagulls on and invof arpt. Ldg fee. ACTIVATE MIRL Rwy 04–22 and Rwy 14–32, REIL and PAPI Rwy 04, Rwy 22, Rwy 14 and VASI Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 121.575 (419) 838–5034.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **TOLEDO APP/DEP CON** 126.1 **CLNC DEL** 125.6
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 048° 9.8 NM to fld. 660/2W.

TOLEDO EXPRESS (TOL) 10 W UTC−5(−4DT) N41°35.21′ W83°48.47′ DETROIT
683 B S4 **FUEL** 100LL, JET A OX 3 LRA Class I, ARFF Index B NOTAM FILE TOL H–10G, L–28J
RWY 07–25: H10599X150 (ASPH–GRVD) S–100, D–174, 2S–175, 2D–300, 2D/2D2–550 IAP, AD
HIRL CL
RWY 07: ALSF2. TDZL. Trees.
RWY 25: MALSR. VASI(V4L)—GA 3.0° TCH 51′. Trees. 0.3% up.
RWY 16–34: H5599X150 (ASPH–GRVD) S–100, D–174, 2S–175, 2D–300 MIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 48′. Trees.
RWY 34: REIL.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA 10599 TODA 10599 ASDA 10599 LDA 10599
RWY 16: TORA 5599 TODA 5599 ASDA 5599 LDA 5599
RWY 25: TORA 10599 TODA 10599 ASDA 10599 LDA 10599
RWY 34: TORA 5599 TODA 5599 ASDA 5599 LDA 5599
ARRESTING GEAR/SYSTEM
RWY 07 ←BAK–12 BAK–12 →**RWY 25**
AIRPORT REMARKS: Attended continuously. Fuel and svc avbl 1300–0500Z‡. Birds and deer on and invof arpt. Twy A west of Rwy 16 and the ramp between Twy B9 and B13 not visible from twr. Customs: Sat–Sun req must be made prior to 2200Z‡ on Fri, phone 419–259–6424.
WEATHER DATA SOURCES: ASOS (419) 865–8351.
COMMUNICATIONS: ATIS 118.75 **UNICOM** 122.95
Ⓡ **APP/DEP CON** 126.1 (360°–179°) 134.35 (180°–359°) 123.975
TOWER 118.1 **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 319° 11.1 NM to fld. 664/2W.
TOPHR NDB (LOM) 219 TO N41°33.21′ W83°55.27′ 074° 5.5 NM to fld. Unmonitored. NOTAM FILE TOL.
ILS 109.7. I–TOL Rwy 07. Class IE. LOM TOPHR NDB.
ILS 108.7 I–BQE Rwy 25. Class IA. LOC unusable 0.4 NM inbound. ILS unmonitored when twr clsd.
ASR

LOCALIZER I-TOL	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.7	072°	10,599 / 683 / 683

JAL-184 [USAF]

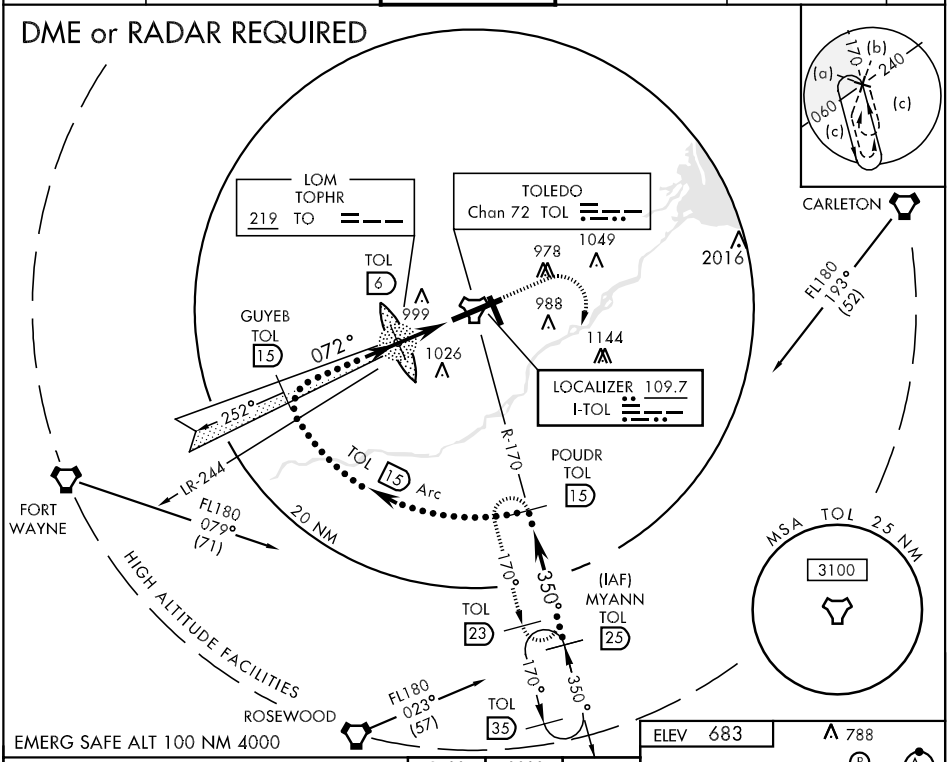
TOLEDO EXPRESS (KTOL)

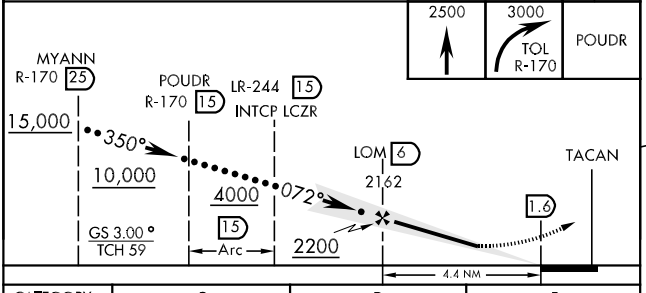
* When ALS inop increase CAT E RVR to 40, vis to ¾ mile.
** When ALS inop increase CAT E vis to 1½ miles.

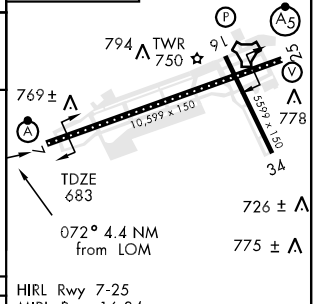
ALSF-2

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 via TOL R-170 to POUDR and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	







CATEGORY	C	D	E
S-ILS 7 *	883/18 200 (200-⅜)		883/24 200 (200-½)
S-LOC 7 **	1080/24 397 (400-½)	1080/40 397 (400-¾)	1080/50 397 (400-1)
CIRCLING	1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)

HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwy 16 and 34
TDZL/CL Rwy 7

FAF to LOC MAP 4.4 NM					
Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 25

LOCALIZER I-BQE	APCH CRS	Rwy ldg 10,599 TDZE 678 Arpt Elev 683
108.7	252°	

JAL-184 [USAF]

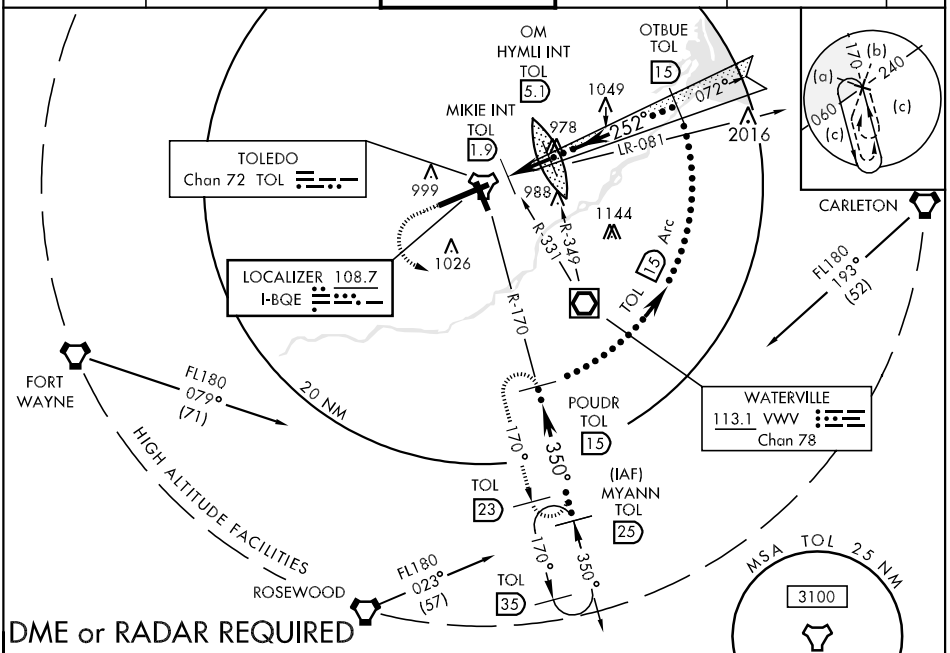
TOLEDO EXPRESS (KTOL)

* When ALS inop increase CAT E vis to ¾ mile.
** When ALS inop increase CAT E vis to 1¼ mile.

MALSR

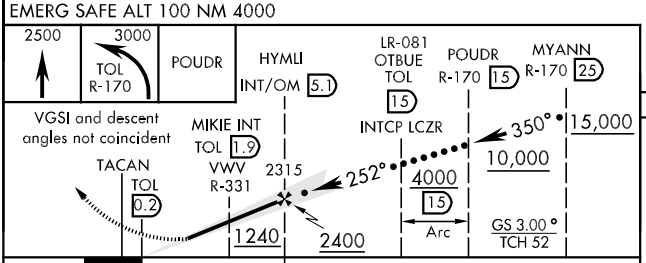
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 via TOL R-170 to POUDR (TOL R-170/15 DME) and hold.

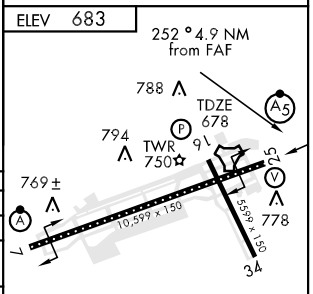
ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	



DME or RADAR REQUIRED

EMERG SAFE ALT 100 NM 4000





CATEGORY	C	D	E
S-ILS 25*	878-½ 200 (200-½)		
S-LOC 25	1240-1 562 (600-1)	1240-1¼ 562 (600-1¼)	1240-1½ 562 (600-1½)
CIRCLING	1240-1½ 557 (600-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)
MIKIE INT MINIMUMS			
S-LOC 25**	1020-½ 342 (400-½)	1020-¾ 342 (400-¾)	
CIRCLING	1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)

HIRL Rwy 7-25 726 ± ∧
MIRL Rwy 16-34
REIL Rwy 16 and 34
TDZL/CL Rwy 7 775 ± ∧

FAF to MAP 5.0 NM

Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

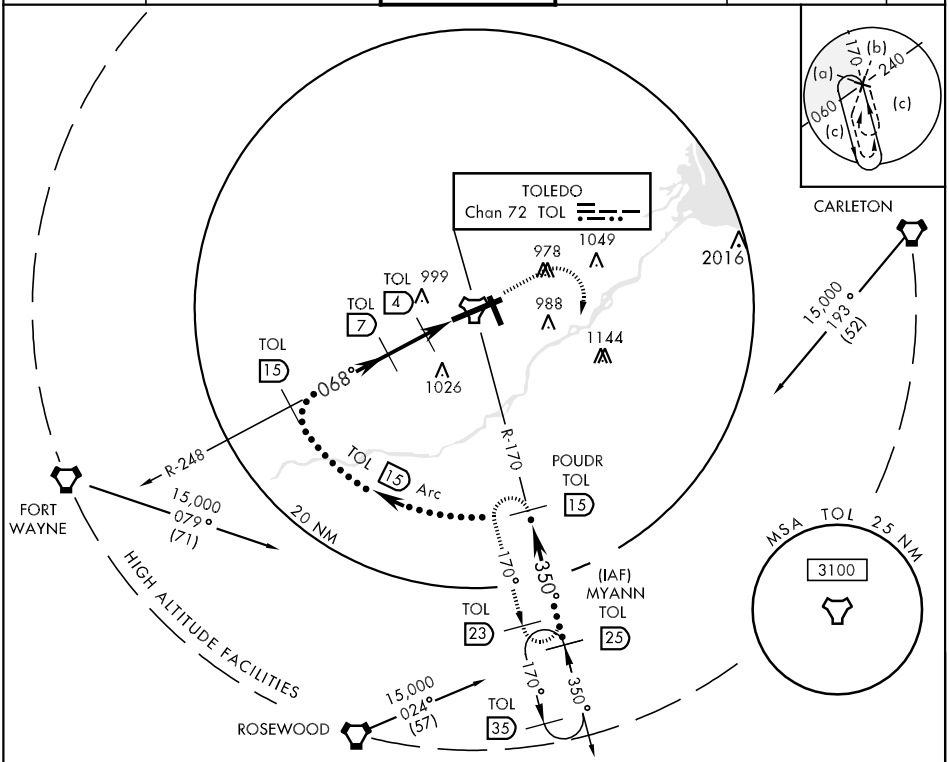
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg / TDZE / Arpt Elev		
TOL Chan 72	068°	10,599 / 683 / 683	JAL-184 [USAF]	TOLEDO EXPRESS (KTOL)

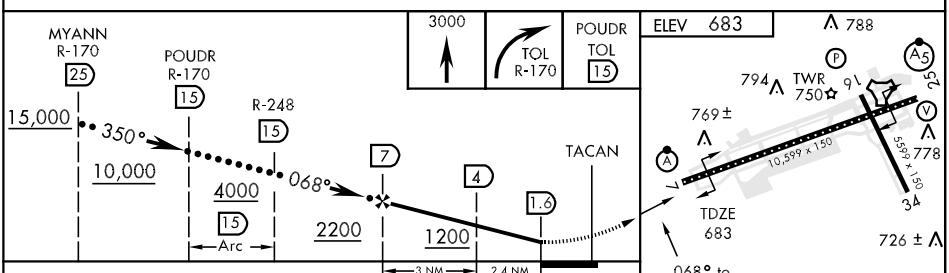
ALSF-2

MISSED APPROACH: Climb to 3000 then right turn via TOL R-170 to POUDR and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	



EMERG SAFE ALT 100 NM 4000



CATEGORY	C	D	E
S-7	1060/24 377 (400-½)	1060/50 377 (400-1)	
CIRCLING	1180-1½ 496 (500-1½)	1240-2 556 (600-2)	1360-2½ 676 (700-2½)

HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34
TDZL/CL Rwy 7

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
TOL Chan 72	260°	10,599	678	683

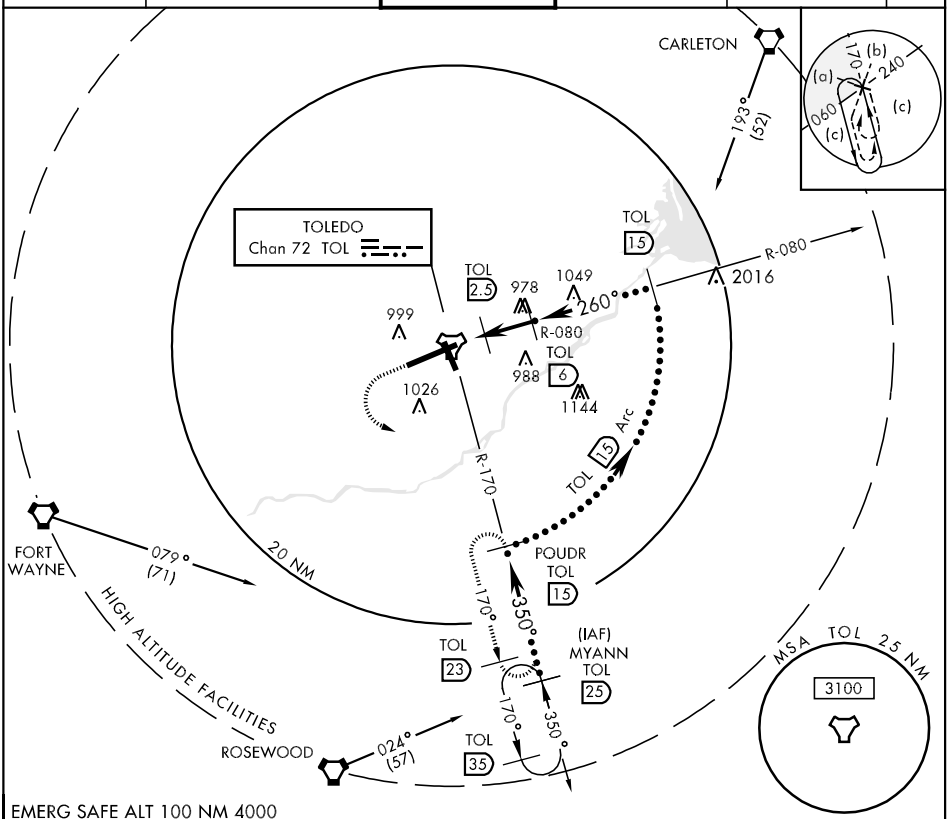
JAL-184 [USAF]

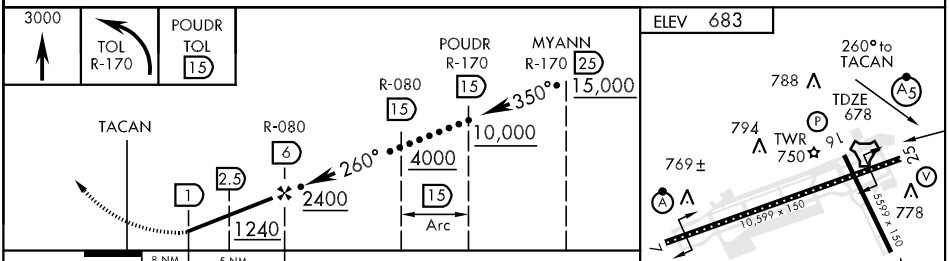
TOLEDO EXPRESS (KTOL)

MALSR

MISSED APPROACH: Climb to 3000 then left turn via TOL R-170 to POUDR and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL	ASR
118.75 271.3	126.1 317.55	118.1 285.4	121.9 348.6	121.75	





CATEGORY	C	D	E
S-25	1040-¾ 362 (400-¾)	1040-1 362 (400-1)	
CIRCLING	1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1360-2½ 677 (700-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-TOL	APP CRS	Rwy Idg	10599
109.7	072°	TDZE	683
		Apt Elev	683

ILS or LOC RWY 7
TOLEDO EXPRESS (TOL)

ASR

For inoperative ALSF, increase S-ILS 7 Cat E visibility to ¾ mile, S-LOC 7 Cat E visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 2500 then right turn direct VWV VOR/DME and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6

ALTERNATE MISSED APCH FIX
252°
072°
TOPHR
219 TO

1336

ADF or RADAR REQUIRED

10 NM

LOCALIZER 109.7
I-TOL

1049± 999
785±
773±
867

LOM/IAF
TOPHR
219 TO

297°
117°
072°
252°

2300
298°
(14.1)
140°
320°
R-140

WATERVILLE
113.1 VWV
Chan 78

MSA TO 25 NM
3100

2300
024°
(14.7)
MCLUR

2500
VWV
113.1

Remain within 15 NM
LOM
252°
2162
2300
072°
GS 3.00°
TCH 59
2200
4.4 NM

ELEV 683 D

788
794± TWR 750
769±
TDZE 683
10599 X 150
0.3% UP
15599 X 150
778
726±
34
072° 4.4 NM from FAF
775±

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

CATEGORY	A	B	C	D	E
S-ILS 7	883/18 200 (200-½)				883/24 200 (200-½)
S-LOC 7	1080/24 397 (400-½)			1080/40 397 (400-¾)	1080/50 397 (400-1)
CIRCLING	1180-1 497 (500-1)		1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-BQE	APP CRS	Rwy Idg	10599
108.7	252°	TDZE	678
		Apt Elev	684

ILS or LOC RWY 25

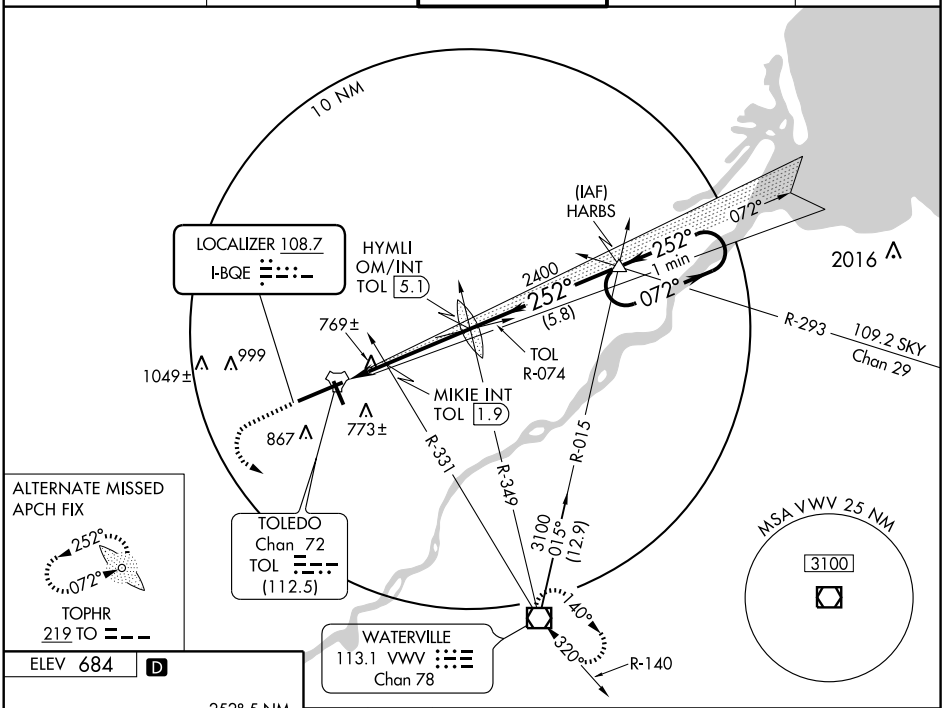
TOLEDO EXPRESS (TOL)

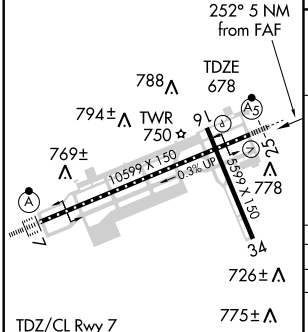
ASR — If local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting and increase all DA's/MDA's 40 feet. When ALS inoperative, increase Cat E S-ILS 25 visibilty ¼ mile, S-LOC 25 ½ mile.

MALSR (A5)

MISSED APPROACH: Climb to 2500, then left turn direct VWV VOR/DME and hold.

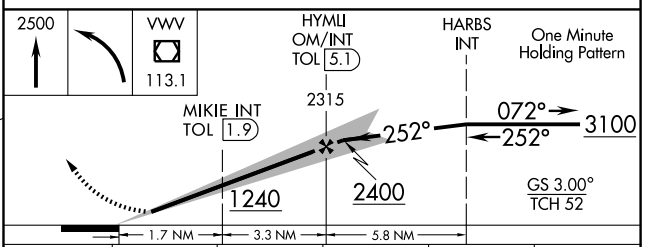
ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6





TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-ILS 25	878-½ 200 (200-½)				
S-LOC 25	1240-½ 562 (600-½)		1240-1 562 (600-1)	1240-1¼ 562 (600-1¼)	1240-1½ 562 (600-1½)
CIRCLING	1240-1 556 (600-1)		1240-1½ 556 (600-1½)	1240-2 556 (600-2)	1400-2½ 716 (800-2½)
MIKIE FIX MINIMUMS					
S-LOC 25	1060-½ 382 (400-½)			1060-¾ 382 (400-¾)	
CIRCLING	1180-1 496 (500-1)		1180-1½ 496 (500-1½)	1240-2 556 (600-2)	1400-2½ 716 (800-2½)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10599
CH 99399	072°	TDZE	683
W07A		Apt Elev	684

RNAV (GPS) RWY 7

TOLEDO EXPRESS (TOL)

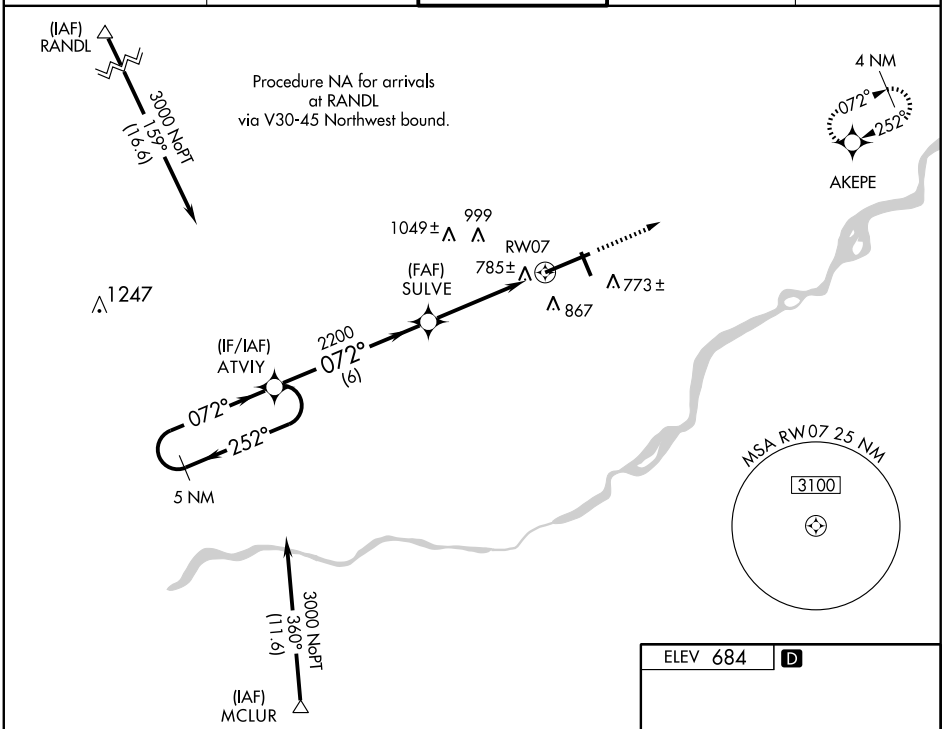
Baro-VNAV NA Below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting and increase all DA's/MDA's 40 feet. VDP and Baro VNAV NA when using Lambertville/Toledo Suburban altimeter setting. For inoperative ALSF, increase LNAV Cat. D/E visibility to RVR 6000, increase LPV visibility to RVR 6000 all Cats.

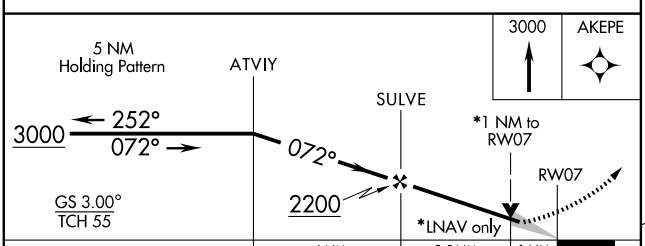
ASR

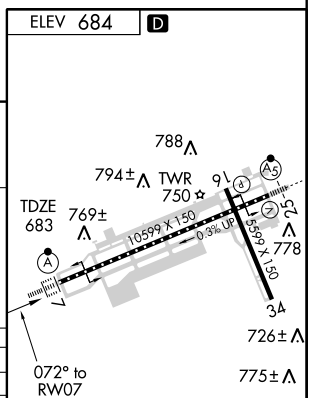
ALSF-2

MISSED APPROACH: Climb to 3000 direct AKEPE and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6







CATEGORY	A	B	C	D	E
LPV DA	1018/40 335 (400-¾)				
LNAV/VNAV DA	1086/50 403 (500-1)				
LNAV MDA	1040/24 357 (400-½)			1040/50 357 (400-1)	
CIRCLING	1180-1½ 496 (500-1½)			1240-2 556 (600-2)	1400-2½ 716 (800-2½)

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5599
162°	TDZE	674
	Apt Elev	684

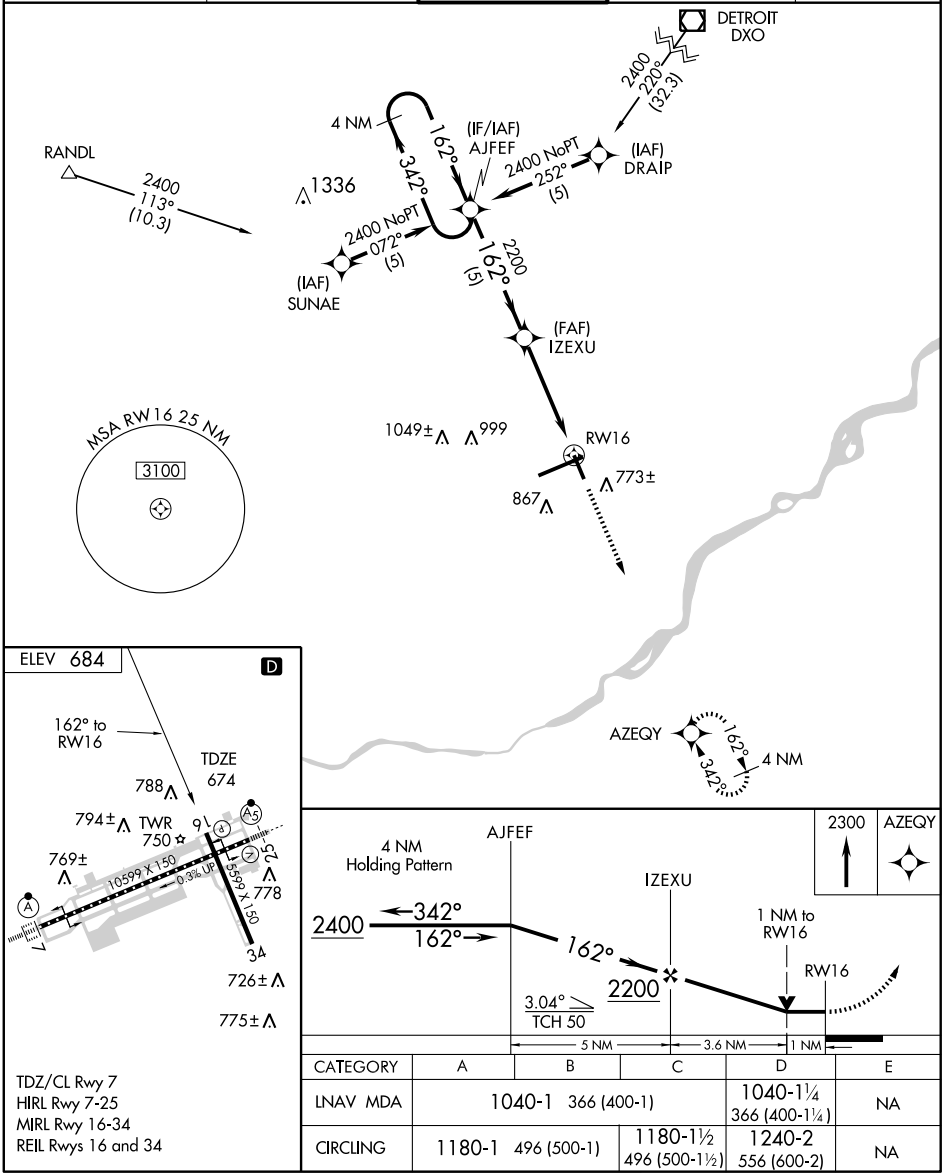
RNAV (GPS) RWY 16
TOLEDO EXPRESS (TOL)

T
A NA
ASR

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300
direct AZEQY WP and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6



CATEGORY	A	B	C	D	E
LNAV MDA	1040-1 366 (400-1)			1040-1¼ 366 (400-1¼)	NA
CIRCLING	1180-1 496 (500-1)		1180-1½ 496 (500-1½)	1240-2 556 (600-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10599
CH 48899	252°	TDZE	678
W25A		Apt Elev	683

RNAV (GPS) RWY 25

TOLEDO EXPRESS (TOL)

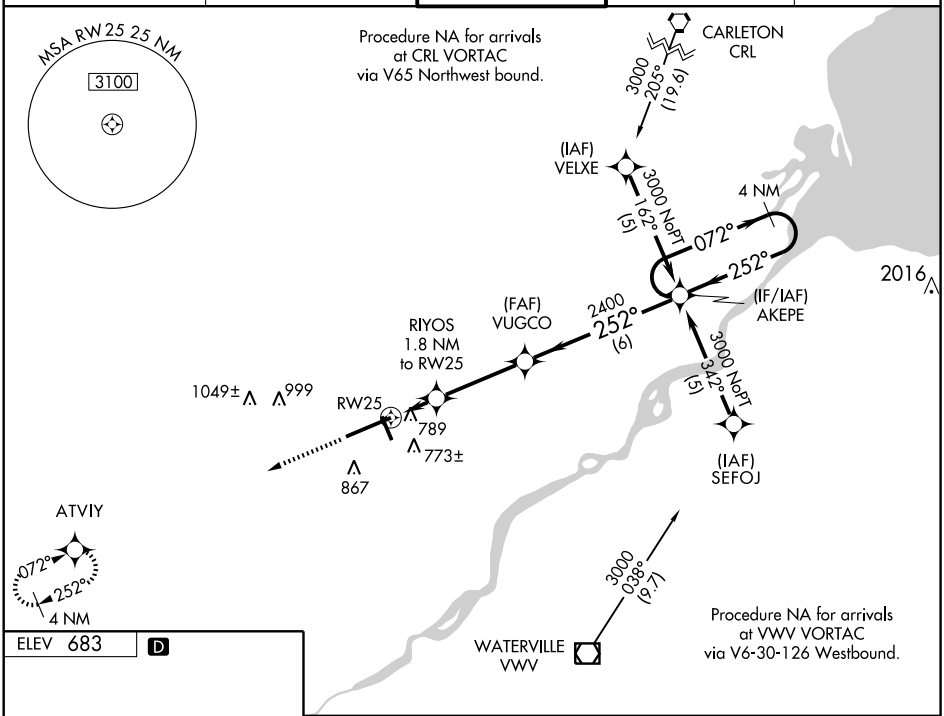
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to ¾ mile, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat D/E visibility to 1¼ mile.

ASR

MALSR

MISSED APPROACH: Climb to 3000 direct ATVIY and hold.

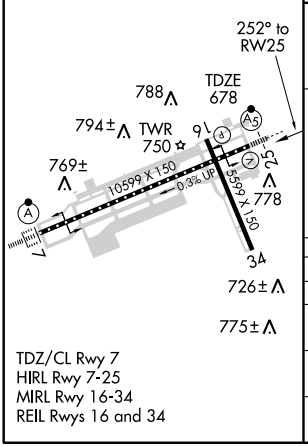
ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6



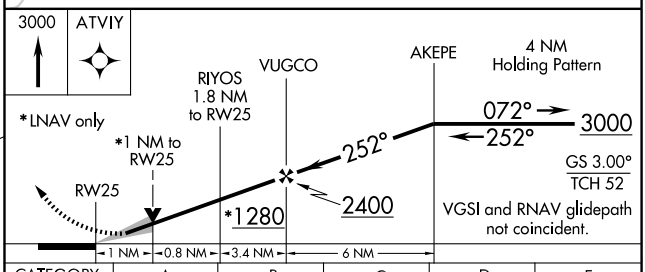
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 683 D



TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D	E
LPV DA	878-½ 200 (200-½)				
LNAV/VNAV DA	1065-1 387 (400-1)				
LNAV MDA	1040-½ 362 (400-½)			1040-1 362 (400-1)	
CIRCLING	1180-1 497 (500-1)	1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)	

RNAV (GPS) RWY 34

TOLEDO EXPRESS (TOL)

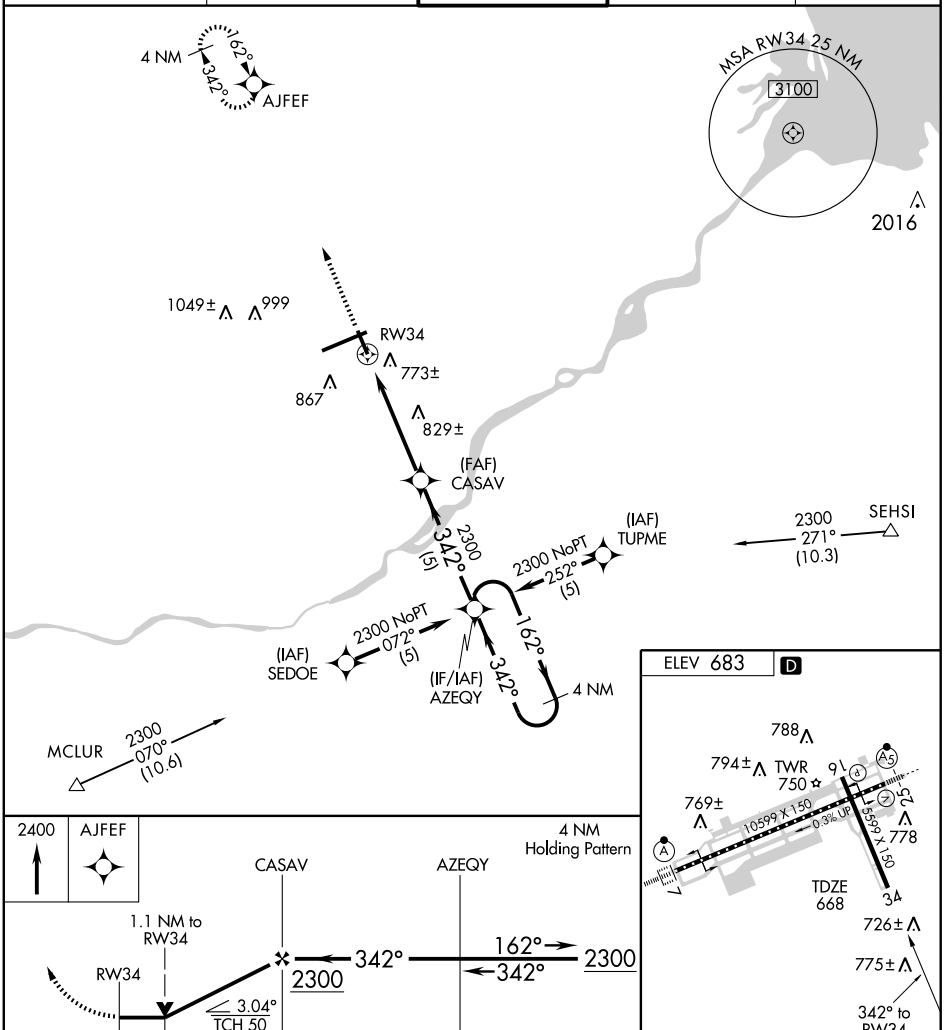
APP CRS	Rwy Idg	5599
342°	TDZE	668
	Apt Elev	683

ASR

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct AJFEF WP and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6



CATEGORY	A	B	C	D
LNAV MDA	1080-1 412 (400-1)		1080-1¼ 412 (400-1¼)	
CIRCLING	1180-1 497 (500-1)		1180-1½ 497 (500-1½)	1240-2 557 (600-2)

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME VWV 113.1 Chan 78	APP CRS 319°	Rwy Idg 5599 TDZE 668 Apt Elev 684

VOR/DME RWY 34

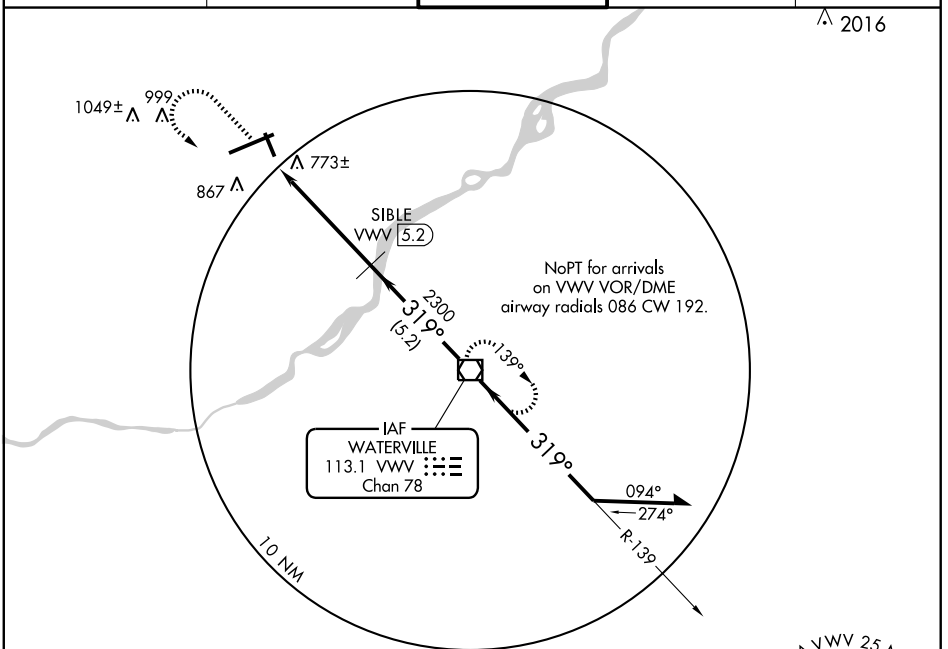
TOLEDO EXPRESS (TOL)

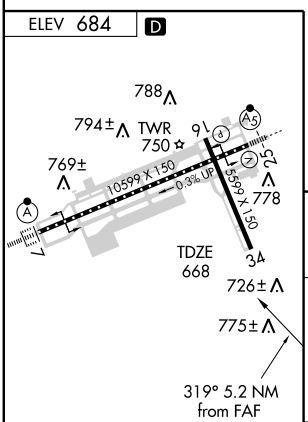
ASR

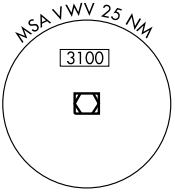
MISSED APPROACH: Climb to 2500, then left turn direct VWV VOR/DME and hold.

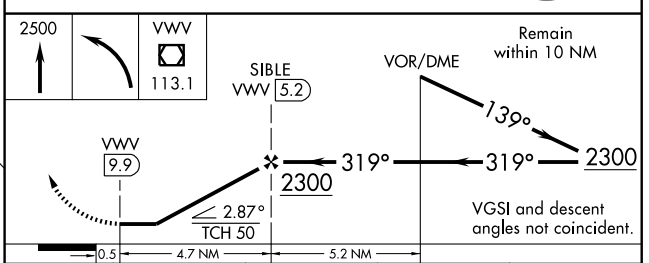
ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 271.3	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6

2016









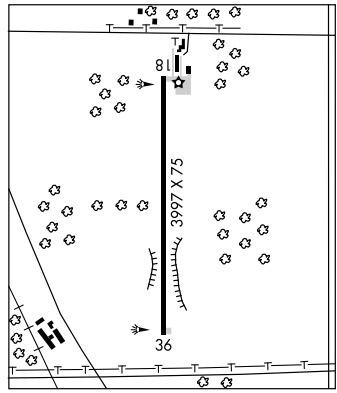
TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

CATEGORY	A	B	C	D
S-34	1080-1	412 (400-1)	1080-1¼	412 (400-1¼)
CIRCLING	1180-1	496 (500-1)	1180-1½ 496 (500-1½)	1240-2 556 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

UPPER SANDUSKY

WYANDOT CO (56D) 4 NW UTC−5(−4DT) N40°53.00′ W83°18.87′ — DETROIT
830 B NOTAM FILE CLE — L–28J, 29A
RWY 18–36: H3997X75 (ASPH) S–12.5 MIRL — IAP
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18–36—123.050.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 104° 20.5 NM to fld. 820/2W.



URBANA

GRIMES FLD (I74) 1 N UTC−5(−4DT) N40°07.96′ W83°45.21′ — DETROIT
1068 B S2 **FUEL** 100LL, JET A TPA—1868(800) NOTAM FILE DAY — L–27E
RWY 02–20: H4400X100 (ASPH) MIRL — IAP
RWY 02: REIL. PAPI(P4R). Tree. **RWY 20:** REIL. PAPI(P4L). Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡, Sat–Sun irregularly. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 02–20; REIL Rwys 02 and 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (937) 484–5863.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 130° 16.2 NM to fld. 1080/5W.

WELLER (38I) 3 SE UTC−5(−4DT) N40°05.47′ W83°41.36′ — DETROIT
1150 NOTAM FILE DAY
RWY 09–27: 2534X75 (TURF)
RWY 09: Trees. **RWY 27:** P–line.
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 outlined with yellow tires. Trees on both sides of rwy at W end. Trees W of twy and S of rwy.
COMMUNICATIONS: CTAF/UNICOM 123.0

VAN WERT CO (VNW) 2 SW UTC−5(−4DT) N40°51.88′ W84°36.57′ — DETROIT
785 B **FUEL** 100LL, JET A TPA—1597(812) NOTAM FILE DAY — L–27E
RWY 09–27: H4000X75 (ASPH) S–8 MIRL — IAP
RWY 09: REIL. PAPI(P4L). P–line. **RWY 27:** REIL. PAPI(P4L). Trees.
RWY 18–36: 2610X105 (TURF)
RWY 18: Thld dsplcd 315′. Tree. **RWY 36:** Thld dsplcd 510′. P–line.
AIRPORT REMARKS: Attended Apr–Oct Mon–Sat 1400–2300Z‡, Sun by prior arrangement, Nov–Mar Mon–Sat 1500–2200Z‡, Sun 1700–2300Z‡. Parachute Jumping. Ultralights opr evenings, weekends and in no–wind conditions. Rwy 09 REIL OTS indef. Rwy 18 and Rwy 36 dsplcd thld marked with white L–shaped 2′×6′ concrete pads. Major airframe repairs. ACTIVATE MIRL Rwy 09–27 and REIL and PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.175 (419) 232–2967.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE–NE of active rwy) 127.2 (SW–NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 104° 27.2 NM to fld. 793/00E.
STANLEY NDB (MHW) 411 VFU N40°51.75′ W84°36.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: Approach control sectorization based upon Fort Wayne rwy usage.

VERSAILLES N40°12.37′ W84°31.36′ NOTAM FILE DAY. — DETROIT
NDB (MHW) 356 VES at Darke Co. Unmonitored. OTS indef. — L–27E

VORTAC FDY 108.2 Chan 19	APP CRS 104°	Rwy Idg N/A TDZE N/A Apt Elev 830

VOR or GPS-A

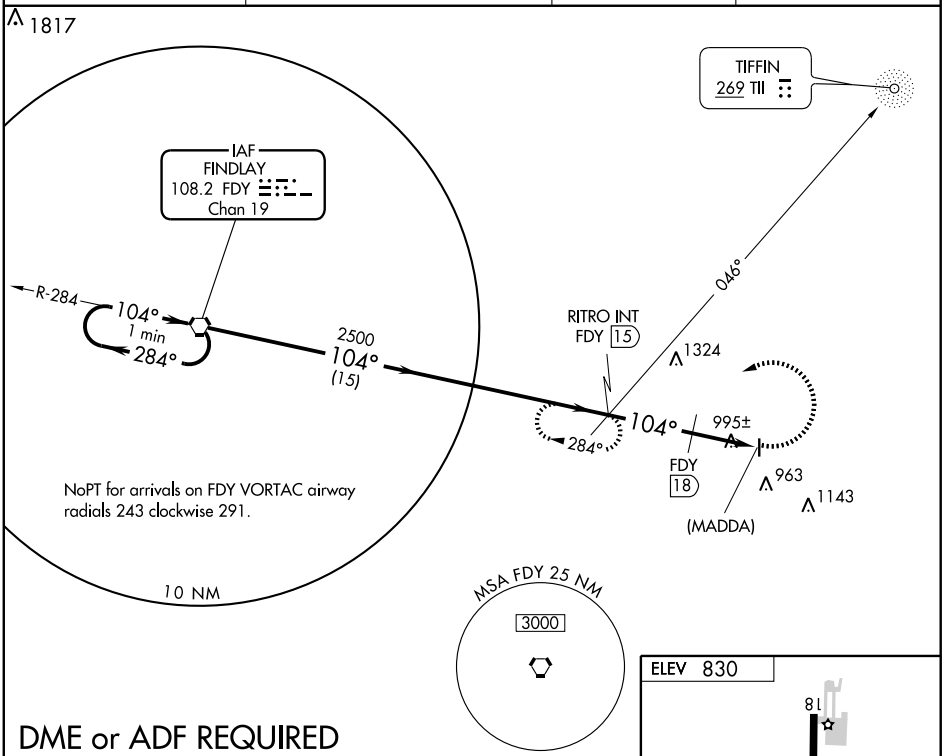
UPPER SANDUSKY / WYANDOT COUNTY (56D)

Use Findlay altimeter setting.

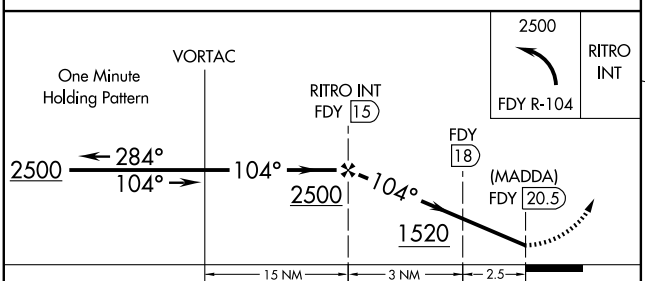
NA

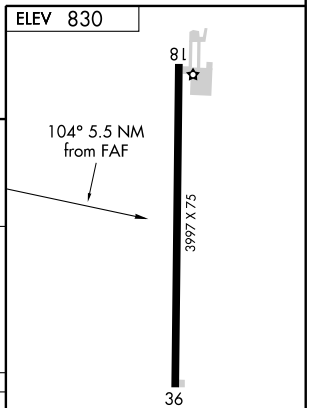
MISSED APPROACH: Climbing left turn to 2500 via FDY R-104 to RITRO Int/15 DME and hold.

FINDLAY ASOS	MANSFIELD APP CON ★	CTAF	
124.425	124.2 390.8	122.9	123.05 L



DME or ADF REQUIRED





MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	1520-1 690 (700-1)	1520-1¼ 690 (700-1¼)	1520-2 690 (700-2)	1520-2¼ 690 (700-2¼)
DME MINIMUMS				
CIRCLING	1340-1 510 (600-1)	1340-1¼ 510 (600-1¼)	1340-1½ 510 (600-1½)	1380-2 550 (600-2)

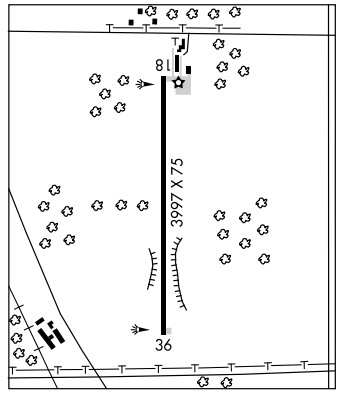
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

UPPER SANDUSKY

WYANDOT CO (56D) 4 NW UTC−5(−4DT) N40°53.00′ W83°18.87′ — DETROIT
830 B NOTAM FILE CLE — L–28J, 29A
RWY 18–36: H3997X75 (ASPH) S–12.5 MIRL — IAP
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18–36—123.050.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 104° 20.5 NM to fld. 820/2W.



URBANA

GRIMES FLD (I74) 1 N UTC−5(−4DT) N40°07.96′ W83°45.21′ — DETROIT
1068 B S2 **FUEL** 100LL, JET A TPA—1868(800) NOTAM FILE DAY — L–27E
RWY 02–20: H4400X100 (ASPH) MIRL — IAP
RWY 02: REIL. PAPI(P4R). Tree. **RWY 20:** REIL. PAPI(P4L). Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡, Sat–Sun irregularly. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 02–20; REIL Rwys 02 and 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (937) 484–5863.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 130° 16.2 NM to fld. 1080/5W.

WELLER (38I) 3 SE UTC−5(−4DT) N40°05.47′ W83°41.36′ — DETROIT
1150 NOTAM FILE DAY
RWY 09–27: 2534X75 (TURF)
RWY 09: Trees. **RWY 27:** P–line.
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 outlined with yellow tires. Trees on both sides of rwy at W end. Trees W of twy and S of rwy.
COMMUNICATIONS: CTAF/UNICOM 123.0

VAN WERT CO (VNW) 2 SW UTC−5(−4DT) N40°51.88′ W84°36.57′ — DETROIT
785 B **FUEL** 100LL, JET A TPA—1597(812) NOTAM FILE DAY — L–27E
RWY 09–27: H4000X75 (ASPH) S–8 MIRL — IAP
RWY 09: REIL. PAPI(P4L). P–line. **RWY 27:** REIL. PAPI(P4L). Trees.
RWY 18–36: 2610X105 (TURF)
RWY 18: Thld dsplcd 315′. Tree. **RWY 36:** Thld dsplcd 510′. P–line.
AIRPORT REMARKS: Attended Apr–Oct Mon–Sat 1400–2300Z‡, Sun by prior arrangement, Nov–Mar Mon–Sat 1500–2200Z‡, Sun 1700–2300Z‡. Parachute Jumping. Ultralights opr evenings, weekends and in no–wind conditions. Rwy 09 REIL OTS indef. Rwy 18 and Rwy 36 dsplcd thld marked with white L–shaped 2′×6′ concrete pads. Major airframe repairs. ACTIVATE MIRL Rwy 09–27 and REIL and PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.175 (419) 232–2967.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE–NE of active rwy) 127.2 (SW–NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 104° 27.2 NM to fld. 793/00E.
STANLEY NDB (MHW) 411 VFU N40°51.75′ W84°36.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: Approach control sectorization based upon Fort Wayne rwy usage.

VERSAILLES N40°12.37′ W84°31.36′ NOTAM FILE DAY. — DETROIT
NDB (MHW) 356 VES at Darke Co. Unmonitored. OTS indef. — L–27E

WAAS	APP CRS	Rwy Idg	4400
CH 53719	022°	TDZE	1068
W02A		Apt Elev	1068

RNAV (GPS) RWY 2

URBANA / GRIMES FIELD (I74)

Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all DA 44 feet, all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Springfield altimeter setting.

MISSED APPROACH
Climb to 3000 direct HIRID and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.325	118.425 294.5	122.7 (CTAF) L

MISSED APCH FIX
4 NM
022°
202°
HIRID

Procedure NA for arrivals at TRUNC on V12 westbound.

TRUNC
4000
115°
(11.8)

(IAF) OREXE
4000 NoPT
112°
(5)

(IF/IAF) SEBUE

(IAF) PENOE
4000 NoPT
292°
(5)

(FAF) RIKOE
3000
022°
(6.1)

WANIS
2.4 NM to RW02

RW02

1630
1581±
1418±
1590±
1195
1249
1448
1495
1805

4 NM
022°
202°

4000
311°
(18.9)
JOGER

MSA RW02 25 NM
2900

ELEV 1068
20
2
4400 X 100
TDZE 1068
022° to RW02
MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

4 NM Holding Pattern
SEBUE
RIKOE
3000
4000
202°
022°
022°
WANIS
2.4 NM to RW02
*LNAV only
3000
HIRID
*1.3 NM to RW02
RW02
GS 3.00°
TCH 44
3000
*1860
6.1 NM
3.5 NM
1.1
1.3

CATEGORY	A	B	C	D
LPV DA	1318-1 250 (300-1)			NA
LNAV/VNAV DA	1501-1½ 433 (500-1½)			NA
LNAV MDA	1500-1 432 (500-1)		1500-1¼ 432 (500-1¼)	NA
CIRCLING	1580-1 512 (600-1)		1580-1½ 512 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4400
CH 78419	202°	TDZE 1068
W20A		Apt Elev 1068

RNAV (GPS) RWY 20

URBANA / GRIMES FIELD (I74)

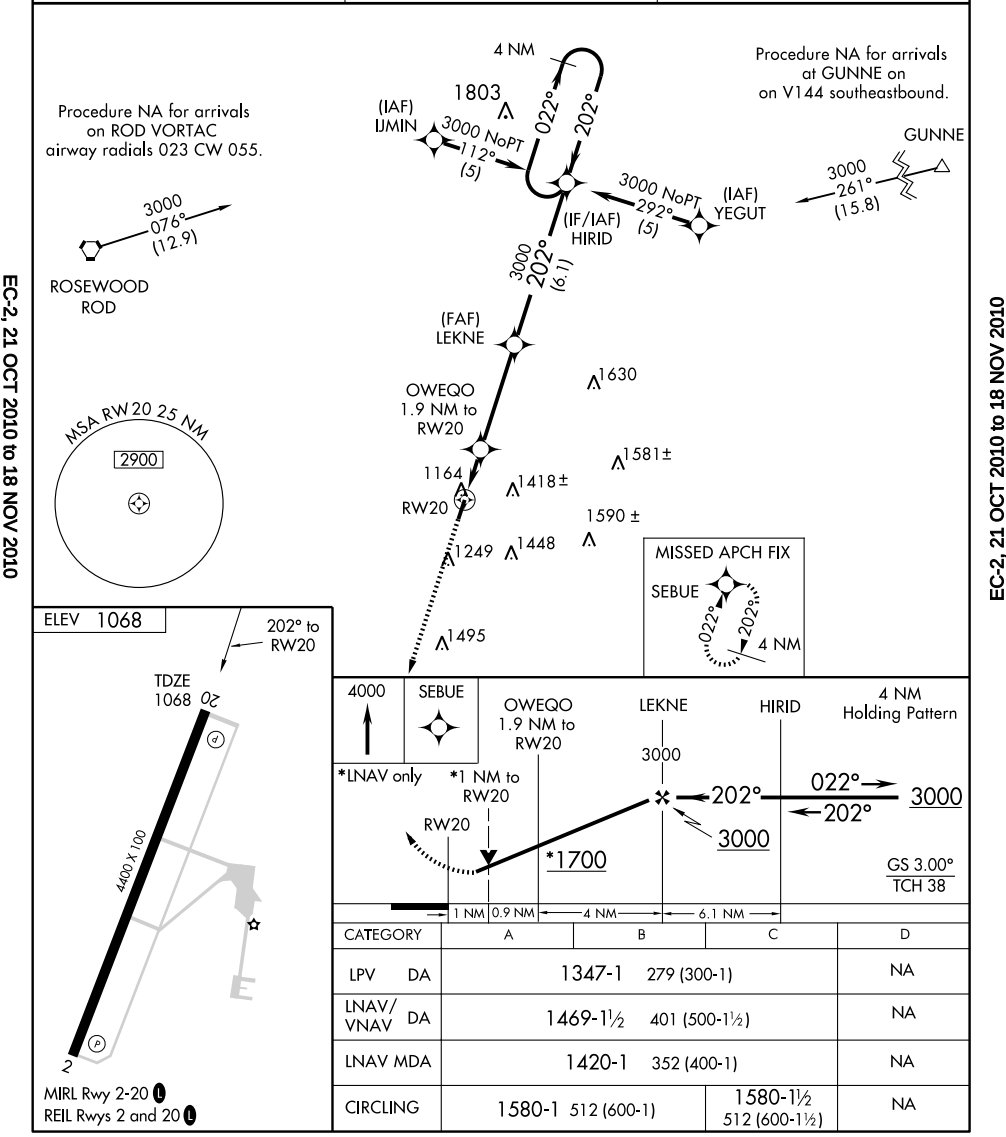
▼ ▲ Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all DA 44 feet, all MDA 60 feet, increase LPV all Cats and LNAV Cat C visibility ¼ mile. VDP NA with Springfield altimeter setting.

MISSED APPROACH: Climb to 4000 direct SEBUE and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.325	118.425 294.5	122.7 (CTAF) L

Procedure NA for arrivals on ROD VORTAC airway radials 023 CW 055.

Procedure NA for arrivals at GUNNE on on V144 southeastbound.



CATEGORY	A	B	C	D
LPV DA	1347-1 279 (300-1)			NA
LNAV/VNAV DA	1469-1½ 401 (500-1½)			NA
LNAV MDA	1420-1 352 (400-1)			NA
CIRCLING	1580-1 512 (600-1)		1580-1½ 512 (600-1½)	NA

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

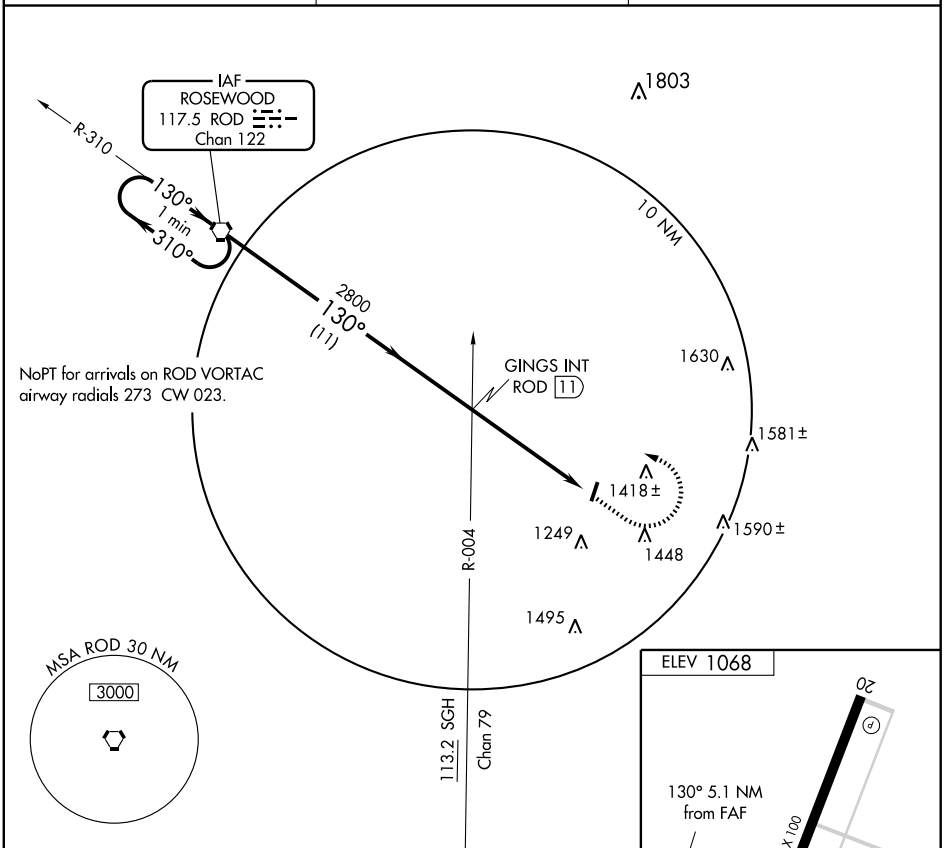
VORTAC ROD	APP CRS	Rwy Idg	N/A
117.5	130°	TDZE	N/A
Chan 122		Apt Elev	1068

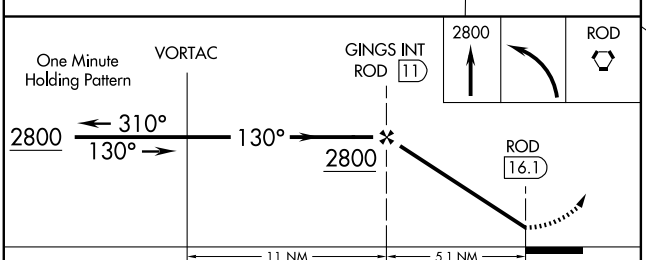
VOR-A

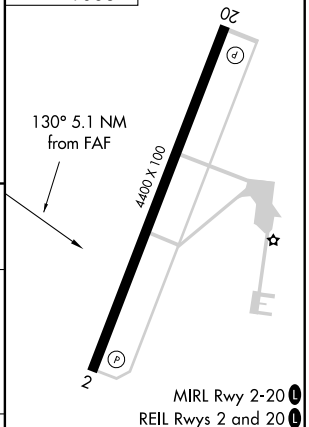
URBANA / GRIMES FIELD (I74)

MISSED APPROACH: Climb to 2800 then left turn direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM
118.325	118.425 294.5	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1580-1	512 (600-1)	1580-1½ 512 (600-1½)	NA

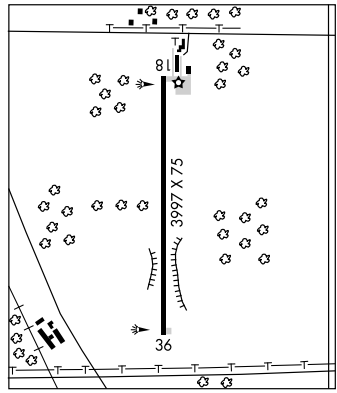
FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 21 OCT 2010 to 18 NOV 2010
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UPPER SANDUSKY

WYANDOT CO (56D) 4 NW UTC−5(−4DT) N40°53.00′ W83°18.87′ — DETROIT
830 B NOTAM FILE CLE — L–28J, 29A
RWY 18–36: H3997X75 (ASPH) S–12.5 MIRL — IAP
RWY 18: Trees. **RWY 36:** P–line.
AIRPORT REMARKS: Unattended. ACTIVATE MIRL Rwy 18–36—123.050.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 135.1 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FDY.
FINDLAY (L) VORTAC 108.2 FDY Chan 19 N40°57.32′ W83°45.36′ 104° 20.5 NM to fld. 820/2W.



URBANA

GRIMES FLD (I74) 1 N UTC−5(−4DT) N40°07.96′ W83°45.21′ — DETROIT
1068 B S2 **FUEL** 100LL, JET A TPA—1868(800) NOTAM FILE DAY — L–27E
RWY 02–20: H4400X100 (ASPH) MIRL — IAP
RWY 02: REIL. PAPI(P4R). Tree. **RWY 20:** REIL. PAPI(P4L). Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡, Sat–Sun irregularly. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 02–20; REIL Rwys 02 and 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (937) 484–5863.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 130° 16.2 NM to fld. 1080/5W.

WELLER (38I) 3 SE UTC−5(−4DT) N40°05.47′ W83°41.36′ — DETROIT
1150 NOTAM FILE DAY
RWY 09–27: 2534X75 (TURF)
RWY 09: Trees. **RWY 27:** P–line.
AIRPORT REMARKS: Attended irregularly. Rwy 09–27 outlined with yellow tires. Trees on both sides of rwy at W end. Trees W of twy and S of rwy.
COMMUNICATIONS: CTAF/UNICOM 123.0

VAN WERT CO (VNW) 2 SW UTC−5(−4DT) N40°51.88′ W84°36.57′ — DETROIT
785 B **FUEL** 100LL, JET A TPA—1597(812) NOTAM FILE DAY — L–27E
RWY 09–27: H4000X75 (ASPH) S–8 MIRL — IAP
RWY 09: REIL. PAPI(P4L). P–line. **RWY 27:** REIL. PAPI(P4L). Trees.
RWY 18–36: 2610X105 (TURF)
RWY 18: Thld dsplcd 315′. Tree. **RWY 36:** Thld dsplcd 510′. P–line.
AIRPORT REMARKS: Attended Apr–Oct Mon–Sat 1400–2300Z‡, Sun by prior arrangement, Nov–Mar Mon–Sat 1500–2200Z‡, Sun 1700–2300Z‡. Parachute Jumping. Ultralights opr evenings, weekends and in no–wind conditions. Rwy 09 REIL OTS indef. Rwy 18 and Rwy 36 dsplcd thld marked with white L–shaped 2′×6′ concrete pads. Major airframe repairs. ACTIVATE MIRL Rwy 09–27 and REIL and PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.175 (419) 232–2967.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **FORT WAYNE APP/DEP CON** 132.15 (SE–NE of active rwy) 127.2 (SW–NW of active rwy)
RADIO AIDS TO NAVIGATION: NOTAM FILE FWA.
FORT WAYNE (H) VORTACW 117.8 FWA Chan 125 N40°58.74′ W85°11.28′ 104° 27.2 NM to fld. 793/00E.
STANLEY NDB (MHW) 411 VFU N40°51.75′ W84°36.83′ at fld. NOTAM FILE DAY.
COMM/NAV/WEATHER REMARKS: Approach control sectorization based upon Fort Wayne rwy usage.

VERSAILLES N40°12.37′ W84°31.36′ NOTAM FILE DAY. — DETROIT
NDB (MHW) 356 VES at Darke Co. Unmonitored. OTS indef. — L–27E

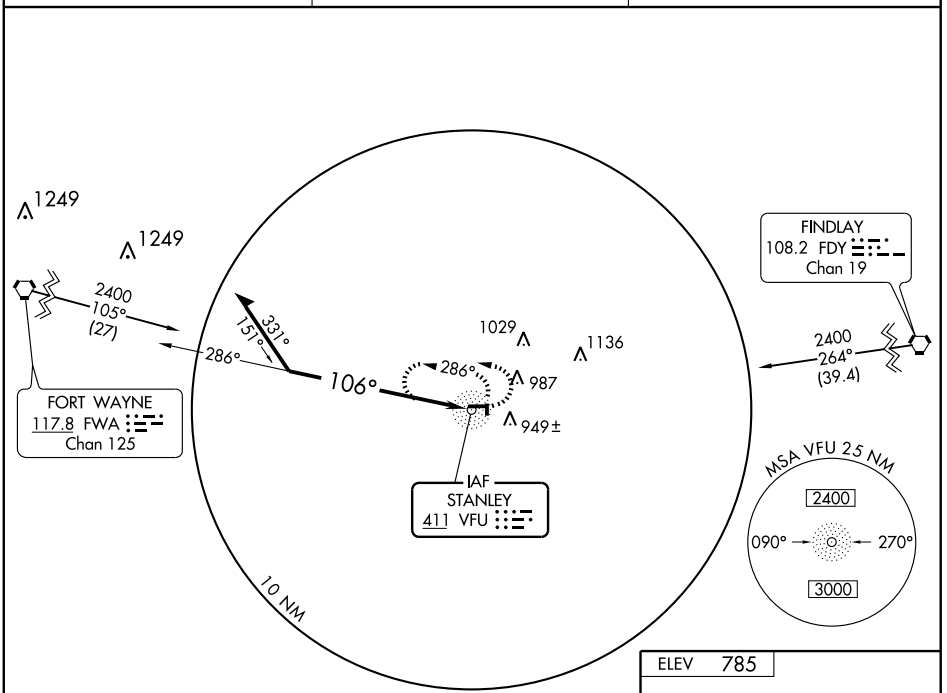
NDB VFU 411	APP CRS 106°	Rwy Idg 4000 TDZE 784 Apt Elev 785

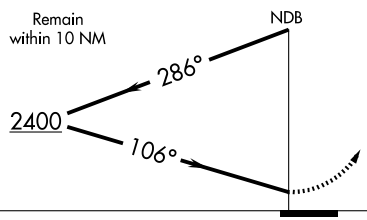
NDB RWY 9
VAN WERT COUNTY (VNW)

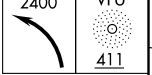
▼ When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase Cat C and D visibility ¼ mile.

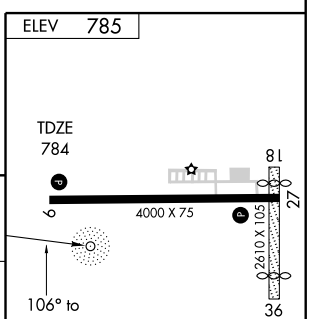
MISSED APPROACH: Climbing left turn to 2400 in VFU NDB holding pattern.

AWOS-3	FORT WAYNE APP CON	UNICOM
125.175	127.2 284.6	123.0 (CTAF) L









CATEGORY	A	B	C	D
S-9	1420-1	636 (700-1)	1420-1¾ 636 (700-1¾)	1420-2 636 (700-2)
CIRCLING	1420-1	635 (700-1)	1420-1¾ 635 (700-1¾)	1420-2 635 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

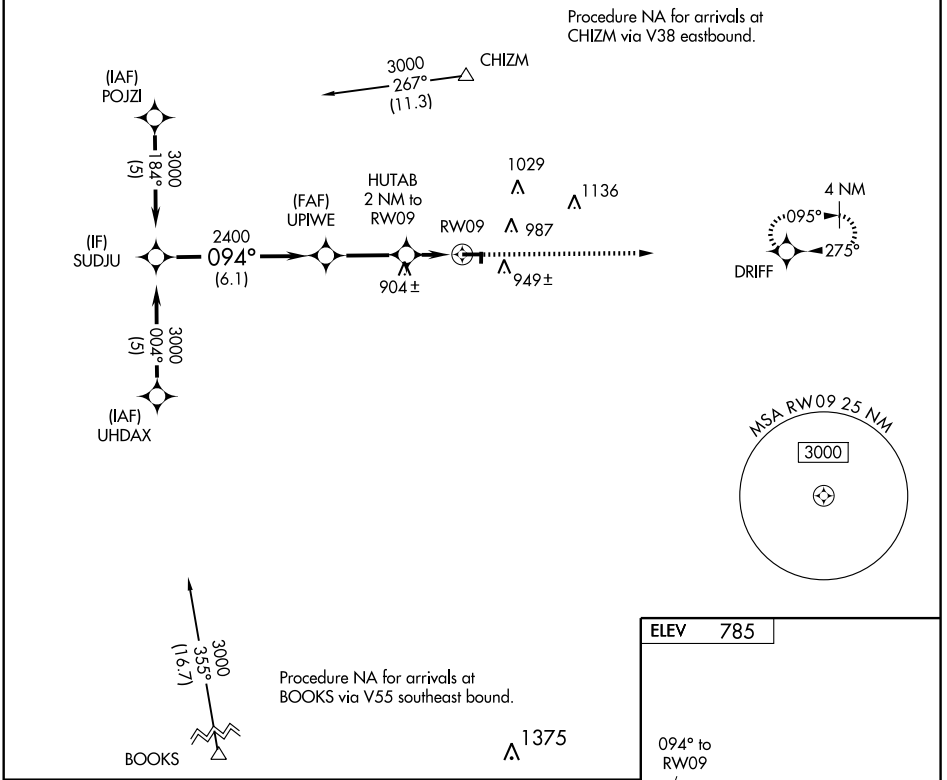
APP CRS	Rwy Idg	4000
094°	TDZE	784
	Apt Elev	785

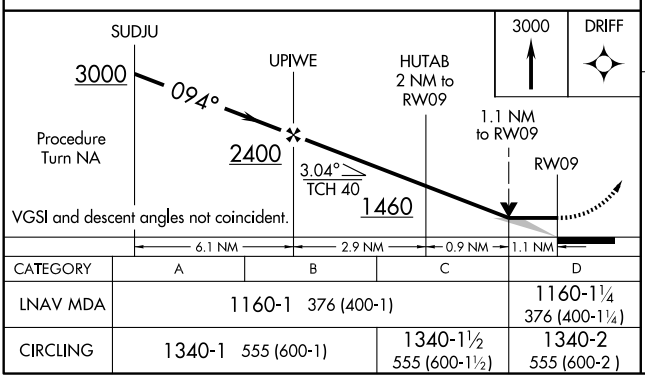
RNAV (GPS) RWY 9
VAN WERT COUNTY (VNW)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile.
VDP NA when using Fort Wayne altimeter setting.

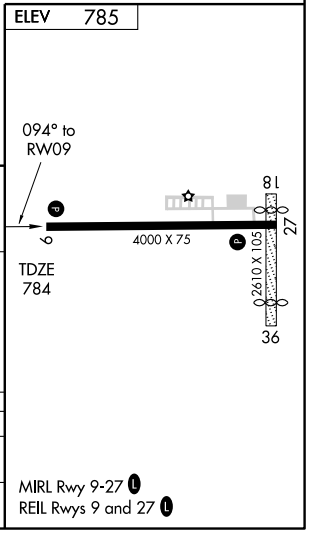
MISSED APPROACH: Climb to 3000 direct DRIFF and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
125.175	127.2 284.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1 376 (400-1)			1160-1¼ 376 (400-1¼)
CIRCLING	1340-1 555 (600-1)		1340-1½ 555 (600-1½)	1340-2 555 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

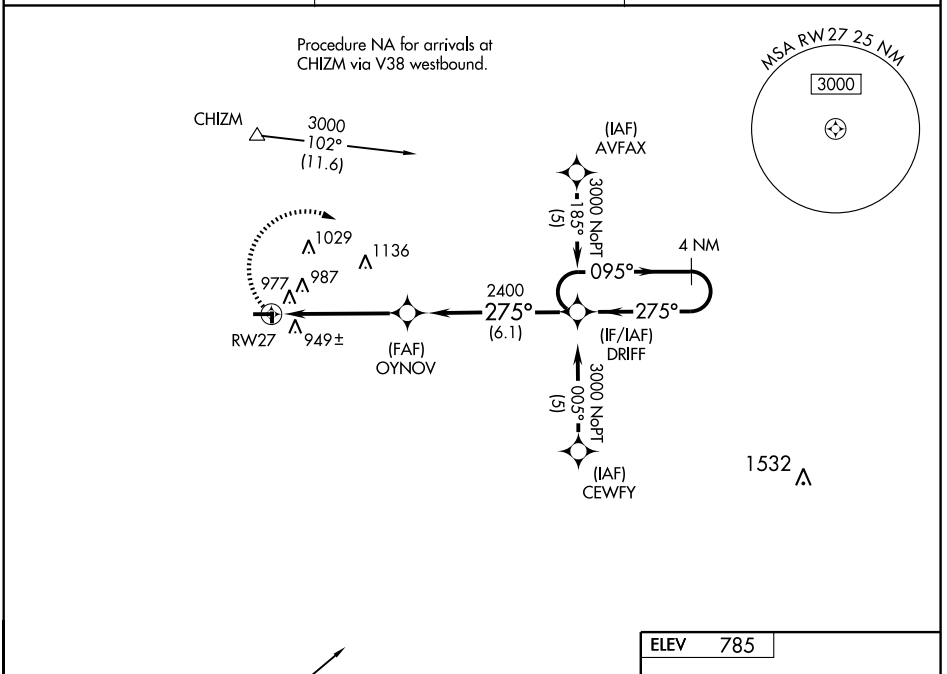
APP CRS	Rwy Idg	4000
275°	TDZE	785
	Apt Elev	785

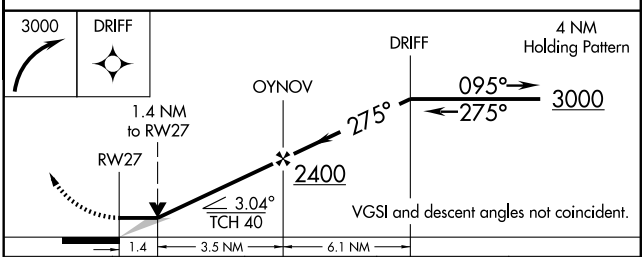
RNAV (GPS) RWY 27
VAN WERT COUNTY (VNW)

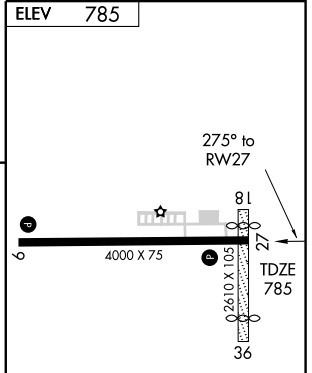
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile.
VDP NA when using Fort Wayne altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DRIFF and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
125.175	127.2 284.6	123.0 (CTAF) L







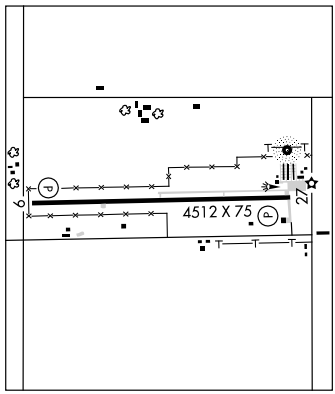
CATEGORY	A	B	C	D
LNAV MDA	1280-1	495 (500-1)	1280-1¼ 495 (500-1¼)	1280-1½ 495 (500-1½)
CIRCLING	1340-1	555 (600-1)	1340-1½ 555 (600-1½)	1340-2 555 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

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EC-2, 21 OCT 2010 to 18 NOV 2010

VERSAILLES

DARKE CO (VES) 2 SW UTC−5(−4DT) N40°12.27′ W84°31.92′ **DETROIT**
1007 B S3 **FUEL** 100LL, JET A+ NOTAM FILE DAY **L–27E**
RWY 09–27: H4512X75 (ASPH) S–12.5 MIRL **IAP**
RWY 09: REIL. PAPI(P2L). Road.
RWY 27: REIL. PAPI(P2L). Acft.
AIRPORT REMARKS: Attended dawn–dusk. FBO CLOSED on major holidays. CAUTION: Deer occasionally on rwy. ACTIVATE MIRL Rwy 09–27; REIL Rwys 09 and 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.75 (937) 526–3154.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 332° 12.9 NM to fld. 990/1W. **HIWAS.**
VERSAILLES NDB (MHW) 356 VES N40°12.37′ W84°31.36′ at fld. Unmonitored. OTS indef.

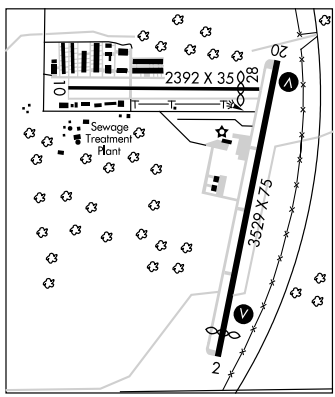


VINTON CO (See McARTHUR)

WACO FLD (See TROY)

WADSWORTH

WADSWORTH MUNI (3G3) 2 SW UTC−5(−4DT) N41°00.19′ W81°45.39′ **DETROIT**
974 B **FUEL** 100LL, JET A1+ NOTAM FILE CLE **L–29B**
RWY 02–20: H3529X75 (ASPH) MIRL **IAP**
RWY 02: VASI(V2R)—GA 3.5° TCH 27′. Thld dsplcd 129′. Tree.
RWY 20: VASI(V2L)—GA 3.5°TCH 48′. P–line.
RWY 10–28: H2392X35 (ASPH) 0.4% up E
RWY 10: Tree. **RWY 28:** Thld dsplcd 237′. Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. Arpt unattended all Federal Holidays. No line of sight between rwy 02 and 10. Rwy 10 CLOSED for tkf when wind is less than 15 knots from the E. Gliders use rgt tfc to Rwy 10. CAUTION: Glider activity use Rwy 10–28. Rwy 20 calm rwy blo 4 knots for noise abatement. Avoid hospital to the north. ACTIVATE MIRL Rwy 02–20 and VASI Rwy 02 and Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 260° 26 NM to fld. 1194/4W.



WELTZIEN SKYPARK (15G) 3 W UTC−5(−4DT) N41°01.70′ W81°47.91′ **DETROIT**
1210 B S4 **FUEL** 80, 100LL TPA—2000(790) NOTAM FILE CLE
RWY 03–21: H2410X37 (ASPH) LIRL(NSTD)
RWY 03: Thld dsplcd 178′. Trees. **RWY 21:** PVASI (PSIL). Thld dsplcd 50′. Trees.
AIRPORT REMARKS: Attended continuously. Pavement strength limit to 6500 pounds per arpt manager. Rwy 03–21 no touch and go ldgs. ACTIVATE NSTD LIRL Rwy 03–21—CTAF. Rwy 03–21 NSTD LIRL due to spacing and not FAA approved L–800 series.
COMMUNICATIONS: CTAF/UNICOM 123.05

APP CRS	Rwy Idg	4512
092°	TDZE	1007
	Apt Elev	1007

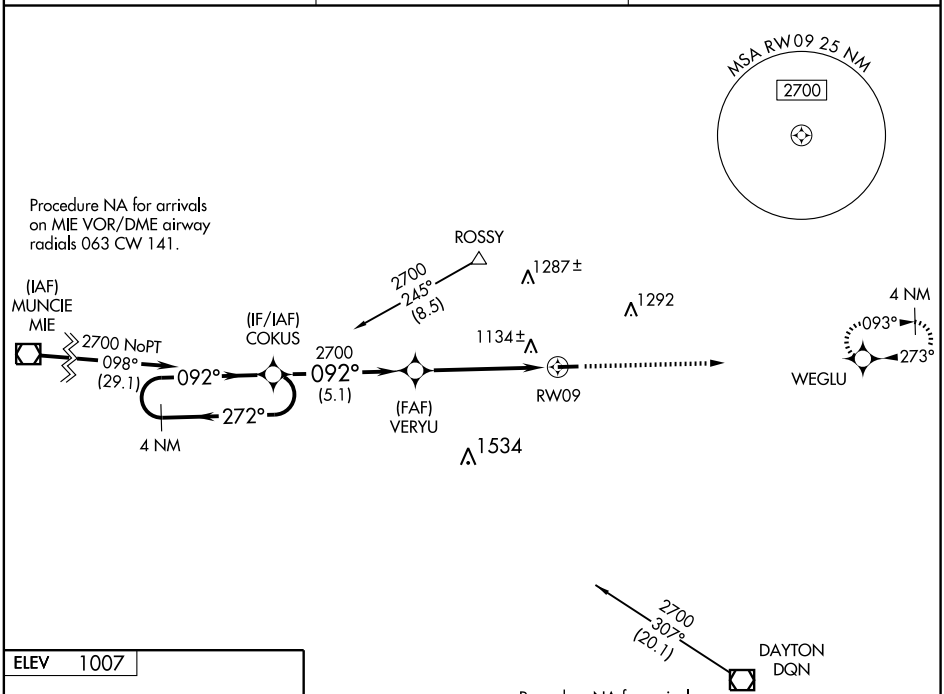
RNAV (GPS) RWY 9

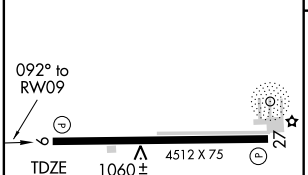
VERSAILLES/ DARKE COUNTY (VES)

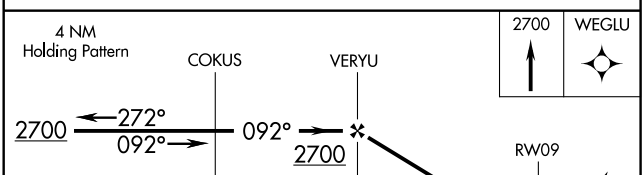
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct WEGLU and hold.

AWOS-3	DAYTON APP CON	UNICOM
123.75	134.45 352.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1	393 (400-1)	NA	
CIRCLING	1440-1 433 (500-1)	1460-1 453 (500-1)	NA	
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1	433 (500-1)	NA	
CIRCLING	1500-1	493 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

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APP CRS	Rwy Idg	4512
273°	TDZE	1007
	Apt Elev	1007

RNAV (GPS) RWY 27

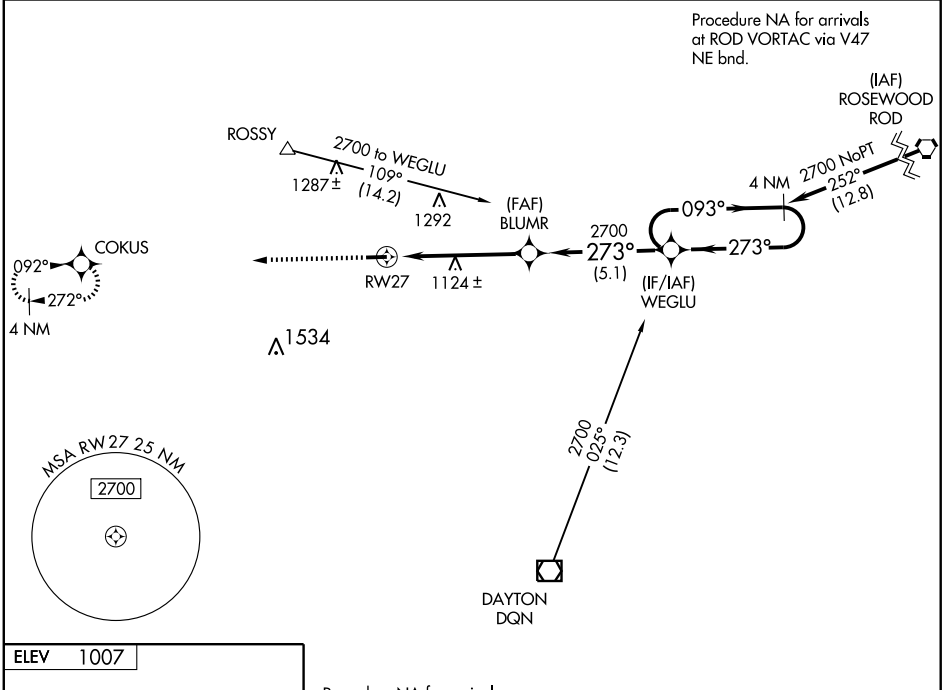
VERSAILLES/ DARKE COUNTY (VES)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.

NA

MISSED APPROACH: Climb to 2700 direct COKUS and hold.

AWOS-3	DAYTON APP CON	UNICOM
123.75	134.45 352.05	122.8 (CTAF) L

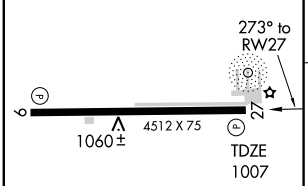


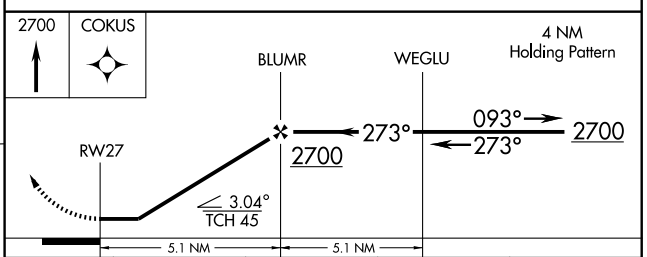
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 1007

Procedure NA for arrivals at DQN VOR/DME on airway radials 359 CW 008.



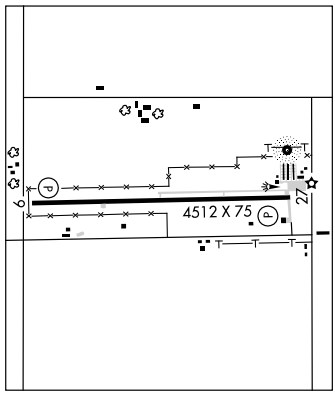


CATEGORY	A	B	C	D
LNAV MDA	1380-1	373 (400-1)	NA	
CIRCLING	1440-1 433 (500-1)	1460-1 453 (500-1)	NA	
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1440-1	433 (500-1)	NA	
CIRCLING	1500-1	493 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

VERSAILLES

DARKE CO (VES) 2 SW UTC−5(−4DT) N40°12.27′ W84°31.92′ **DETROIT**
1007 B S3 **FUEL** 100LL, JET A+ NOTAM FILE DAY **L–27E**
RWY 09–27: H4512X75 (ASPH) S–12.5 MIRL **IAP**
RWY 09: REIL. PAPI(P2L). Road.
RWY 27: REIL. PAPI(P2L). Acft.
AIRPORT REMARKS: Attended dawn–dusk. FBO CLOSED on major holidays. CAUTION: Deer occasionally on rwy. ACTIVATE MIRL Rwy 09–27; REIL Rwys 09 and 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.75 (937) 526–3154.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DAYTON APP/DEP CON** 134.45 (181°–359°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
DAYTON (L) VOR/DME 114.5 DQN Chan 92 N40°00.99′ W84°23.81′ 332° 12.9 NM to fld. 990/1W. **HIWAS.**
VERSAILLES NDB (MHW) 356 VES N40°12.37′ W84°31.36′ at fld. Unmonitored. OTS indef.

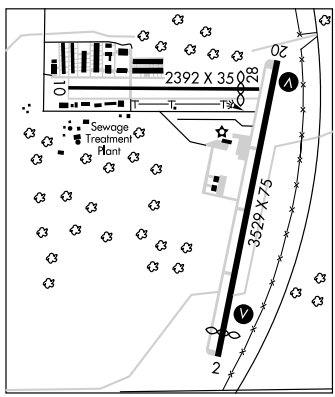


VINTON CO (See McARTHUR)

WACO FLD (See TROY)

WADSWORTH

WADSWORTH MUNI (3G3) 2 SW UTC−5(−4DT) N41°00.19′ W81°45.39′ **DETROIT**
974 B **FUEL** 100LL, JET A1+ NOTAM FILE CLE **L–29B**
RWY 02–20: H3529X75 (ASPH) MIRL **IAP**
RWY 02: VASI(V2R)—GA 3.5° TCH 27′. Thld dsplcd 129′. Tree.
RWY 20: VASI(V2L)—GA 3.5°TCH 48′. P–line.
RWY 10–28: H2392X35 (ASPH) 0.4% up E
RWY 10: Tree. **RWY 28:** Thld dsplcd 237′. Tree.
AIRPORT REMARKS: Attended 1300–2300Z‡. Arpt unattended all Federal Holidays. No line of sight between rwy 02 and 10. Rwy 10 CLOSED for tkf when wind is less than 15 knots from the E. Gliders use rgt tfc to Rwy 10. CAUTION: Glider activity use Rwy 10–28. Rwy 20 calm rwy blo 4 knots for noise abatement. Avoid hospital to the north. ACTIVATE MIRL Rwy 02–20 and VASI Rwy 02 and Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.
AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 260° 26 NM to fld. 1194/4W.



WELTZIEN SKYPARK (15G) 3 W UTC−5(−4DT) N41°01.70′ W81°47.91′ **DETROIT**
1210 B S4 **FUEL** 80, 100LL TPA—2000(790) NOTAM FILE CLE
RWY 03–21: H2410X37 (ASPH) LIRL(NSTD)
RWY 03: Thld dsplcd 178′. Trees. **RWY 21:** PVASI (PSIL). Thld dsplcd 50′. Trees.
AIRPORT REMARKS: Attended continuously. Pavement strength limit to 6500 pounds per arpt manager. Rwy 03–21 no touch and go ldgs. ACTIVATE NSTD LIRL Rwy 03–21—CTAF. Rwy 03–21 NSTD LIRL due to spacing and not FAA approved L–800 series.
COMMUNICATIONS: CTAF/UNICOM 123.05

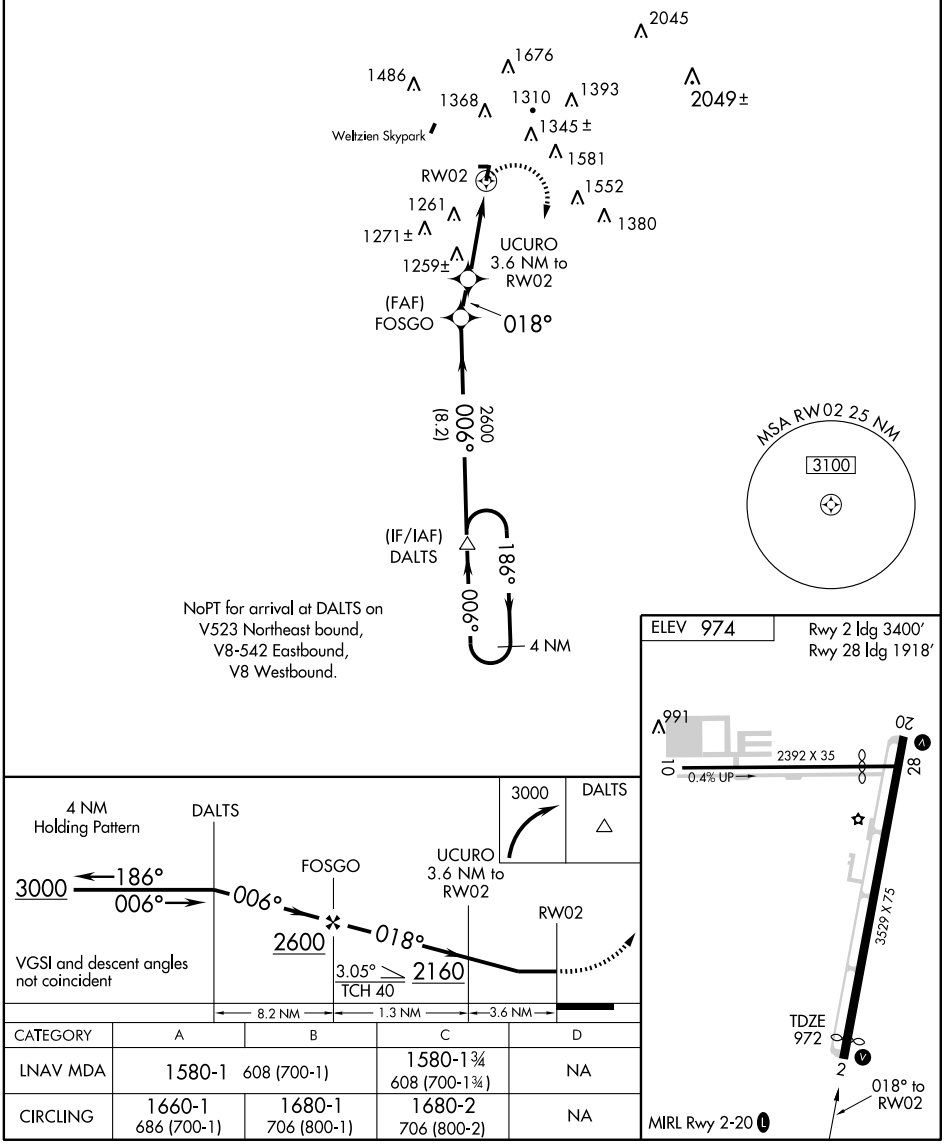
APP CRS		
018°	Rwy Idg	3400
	TDZE	972
	Apt Elev	974

RNAV (GPS) RWY 2
WADSWORTH MUNI (3G3)

Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. NA DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20. When VGSI INOP, procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct DALTS and hold.

WAYNE COUNTY ASOS	AKRON-CANTON APP CON ★	UNICOM
118.075	118.6 371.875	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1580-1 608 (700-1)		1580-1¾ 608 (700-1¾)	NA
CIRCLING	1660-1 686 (700-1)	1680-1 706 (800-1)	1680-2 706 (800-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

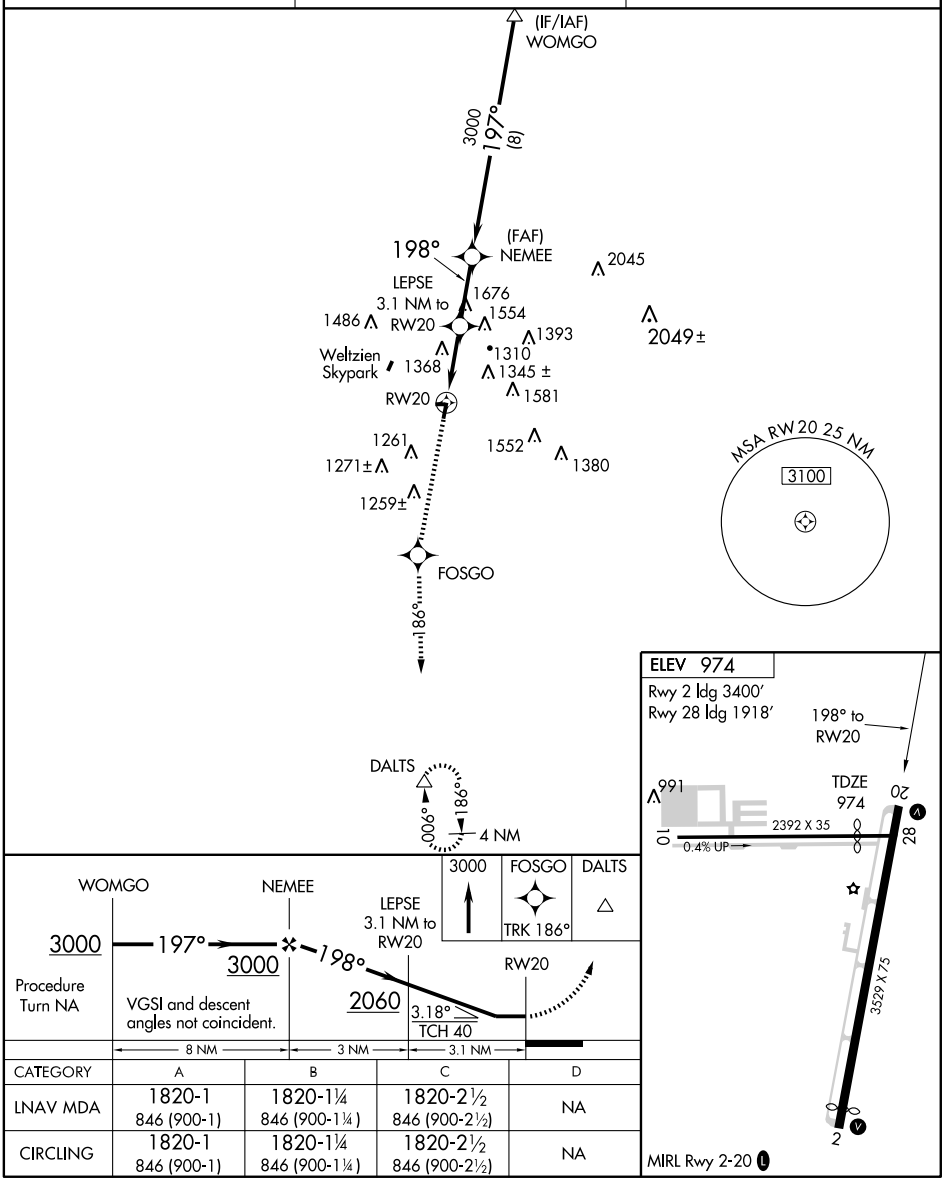
WADSWORTH MUNI (3G3)

APP CRS	Rwy Idg	3529
198°	TDZE	974
	Apt Elev	974

T NA Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA west of Rwy 2-20. When VGSI INOP, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct FOSGO and via 186° track to DALTS and hold.

WAYNE COUNTY ASOS	AKRON-CANTON APP CON ★	UNICOM
118.075	118.6 371.875	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA
CIRCLING	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BSV	APP CRS	Rwy Idg	N/A
112.4	141°	TDZE	N/A
Chan 71		Apt Elev	974

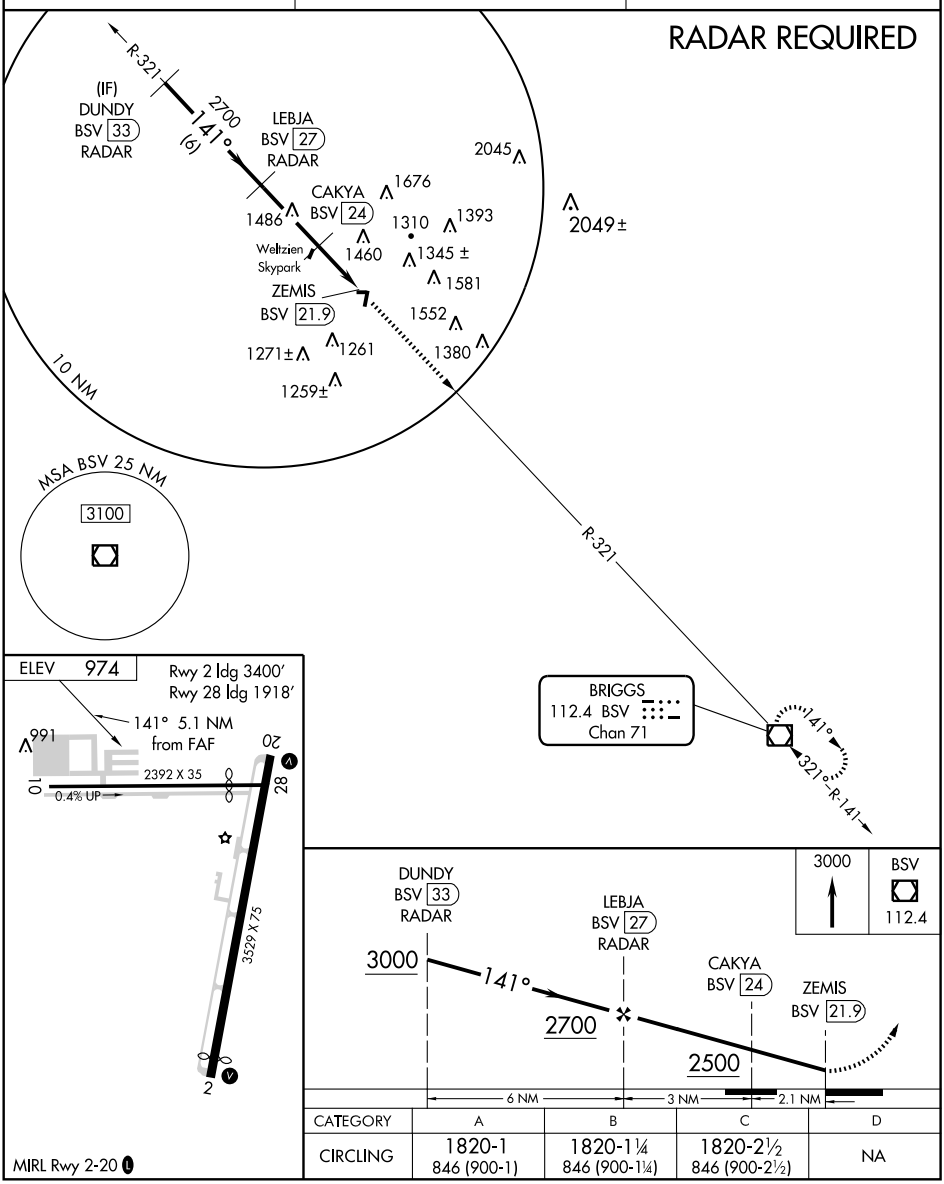
VOR/DME-A
WADSWORTH MUNI (3G3)

T
A NA Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. Circling NA West of Rwy 2-20. When VGSI INOP, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct BSV VOR/DME and hold.

WAYNE COUNTY ASOS	AKRON-CANTON APP CON ★		UNICOM
118.075	118.6	371.875	122.8 (CTAF) L

RADAR REQUIRED

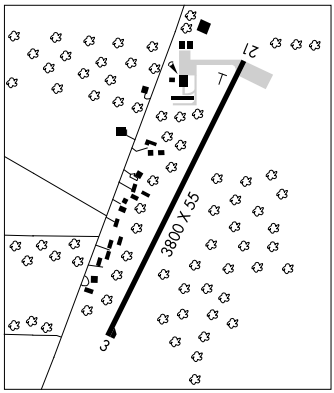


CATEGORY	A	B	C	D
CIRCLING	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA

MIRL Rwy 2-20 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAKEMAN (I64) 3 NE UTC−5(−4DT) N41°17.59′ W82°22.24′ **DETROIT**
848 S4 **FUEL** 100LL NOTAM FILE CLE **L–30F**
RWY 03–21: H3800X55 (ASPH) LIRL (NSTD)
RWY 03: Tree. **RWY 21:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1400Z‡–dusk. ACTIVATE NSTD LIRL Rwy 03–21—CTAF. Rwy 03–21 thld lgts offset. Rwy 03–21 NSTD LIRL, Rwy 21 lgts are located 135′ up rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 253° 10.2 NM to fld. 780/5W. **HIWAS.**



WAPAKONETA

NEIL ARMSTRONG (AXV) 8 SW UTC−5(−4DT) N40°29.61′ W84°17.89′ **DETROIT**
913 B S2 **FUEL** 100LL, JET A1+ OX 3 TPA—1903(990) NOTAM FILE DAY **H–10G, L–27E**
RWY 08–26: H5500X100 (ASPH–GRVD) MIRL **IAP**
RWY 08: Thld dsplcd 700′. Trees.
RWY 26: REIL. VASI(V2L)—GA 3.0 TCH 53′. Thld dsplcd 237′. Road.
RWY 18–36: 2631X80 (TURF)
RWY 18: Thld dsplcd 290′. Road. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 18–36 CLOSED indef. Rwy 18–36 surface rough and uneven. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 26—122.7.
WEATHER DATA SOURCES: AWOS–3 128.325 (419) 753–2821.
COMMUNICATIONS: CTAF/UNICOM 122.8
ROSEWOOD RCO 122.1R 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 322° 17 NM to fld. 1080/5W.
ILS/DME 109.15 I–AXV Chan 28Y Rwy 26. LOC only. ILS OTS indef. DME OTS indef.

WARREN (62D) 5 NW UTC−5(−4DT) N41°16.02′ W80°55.64′ **DETROIT**
905 S2 **FUEL** 100LL NOTAM FILE CLE
RWY 04–22: H2907X30 (ASPH) LIRL (NSTD)
RWY 04: Thld dsplcd 87′. Trees. **RWY 22:** Thld dsplcd 578′. Trees.
RWY 18–36: 2700X140 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. ACTIVATE NSTD LIRL Rwy 04–22—123.3. Rwy 04–22 NSTD LIRL; Rwy 04 no rwy end lgts; Rwy 22 dsplcd thld wrong color. Rwy 18 marked with yellow buckets. Rwy 04–22 LIRL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON COURT HOUSE

FAYETTE CO (I23) 2 NE UTC−5(−4DT) N39°34.23′ W83°25.23′ **CINCINNATI**
980 B **FUEL** 100LL, JET A, MOGAS TPA—1780(800) NOTAM FILE DAY **H–10G, L–29A**
RWY 05–23: H5097X75 (ASPH) S–30, D–40 MIRL **IAP**
RWY 05: Railroad. **RWY 23:** REIL. PAPI(P4L). Railroad.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡. ACTIVATE MIRL Rwy 05–23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 132.3 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 068° 19.6 NM to fld. 1050/4W.
COURT HOUSE NDB (MHW) 414 CSS N39°36.05′ W83°23.50′ 222° 2.3 NM to fld. NOTAM FILE DAY. NDB unusable 115°–165° byd 20 NM.

LOC/DME I-AXV	APP CRS	Rwy Idg	5263
109.15	261°	TDZE	908
Chan 28(Y)		Apt Elev	909

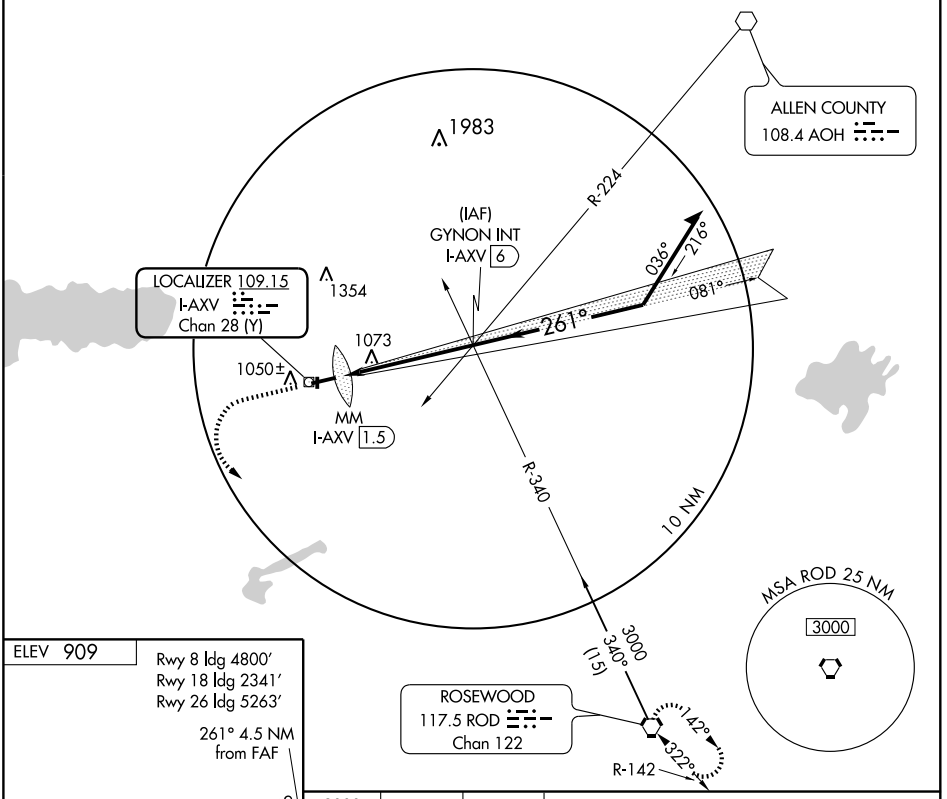
LOC RWY 26

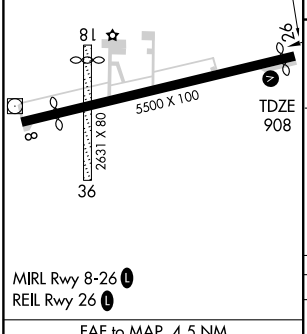
WAPAKONETA/ NEIL ARMSTRONG (AXV)

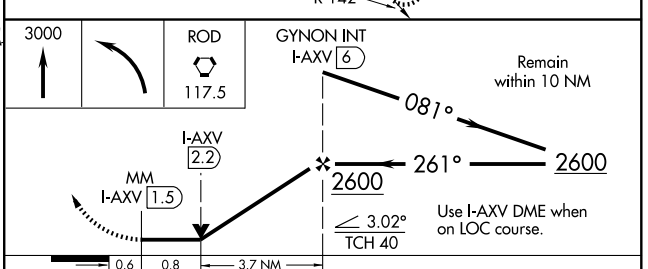
NA

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L







MIRL Rwy 8-26 L
REIL Rwy 26 L

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-26	1380-1 472 (500-1)		1380-1¼ 472 (500-1¼)	NA
CIRCLING	1400-1 491 (500-1)	1440-1 531 (600-1)	1440-1½ 531 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4800
081°	TDZE	913
	Apt Elev	913

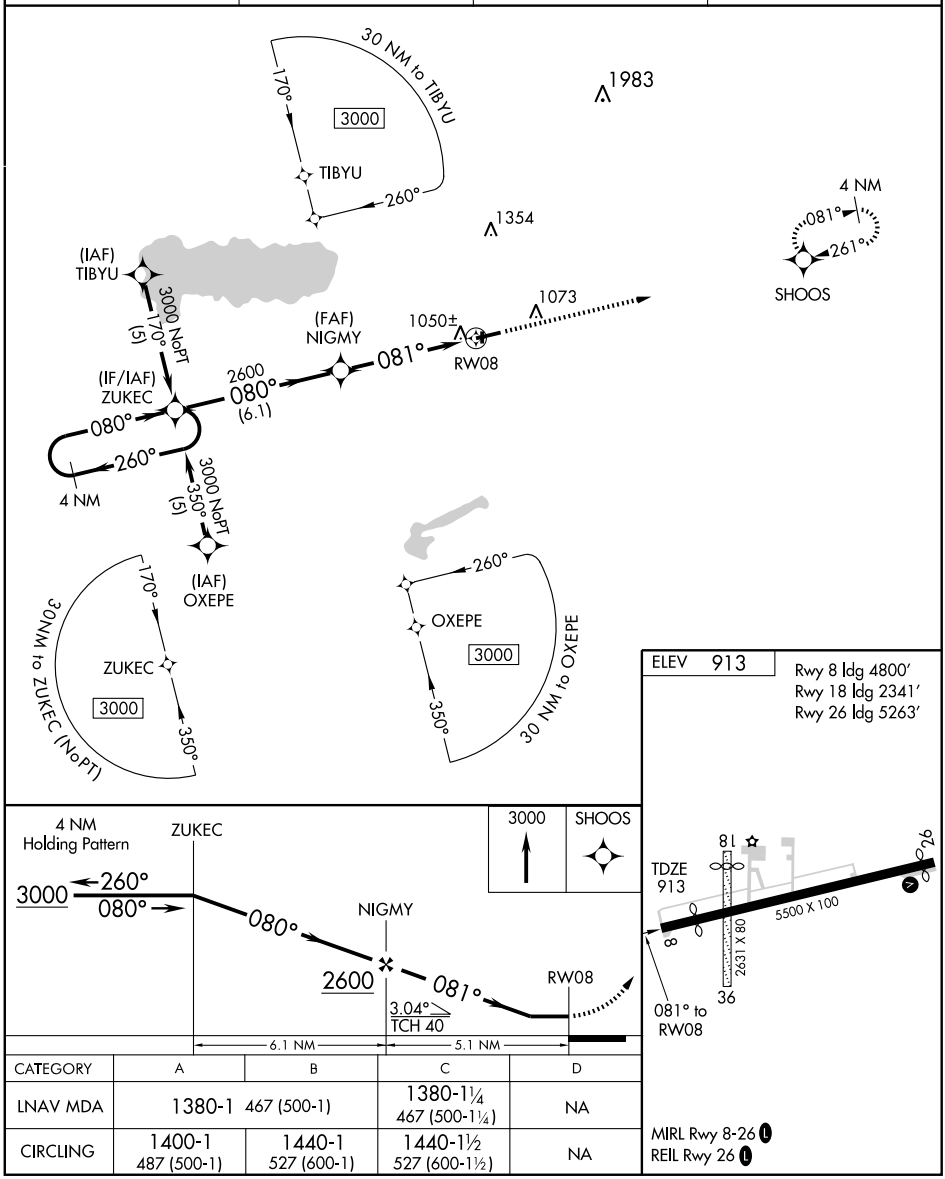
RNAV (GPS) RWY 8

WAPAKONETA/ NEIL ARMSTRONG (AXV)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lima altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SHOOS and hold.

AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1 467 (500-1)		1380-1¼ 467 (500-1¼)	NA
CIRCLING	1400-1 487 (500-1)	1440-1 527 (600-1)	1440-1½ 527 (600-1½)	NA

MIRL Rwy 8-26 L
REIL Rwy 26 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5263
CH 72907	261°	TDZE	910
W26A		Apt Elev	913

RNAV (GPS) RWY 26

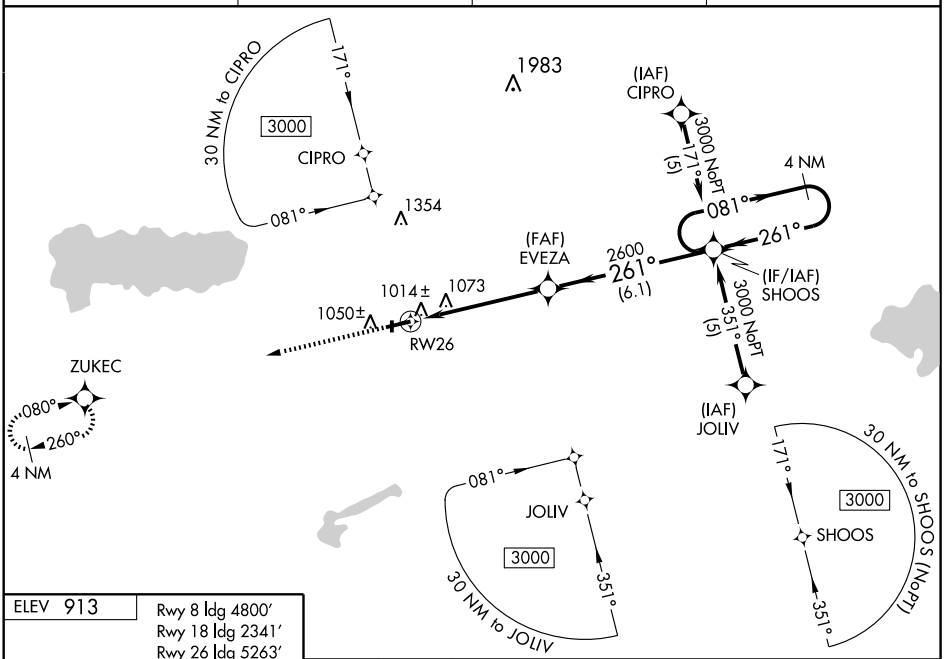
WAPAKONETA/ NEIL ARMSTRONG (AXV)

Baro-VNAV NA when using Lima altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Lima altimeter setting and increase LPV DA to 1291, LNAV/VNAV DA to 1324, and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

NA

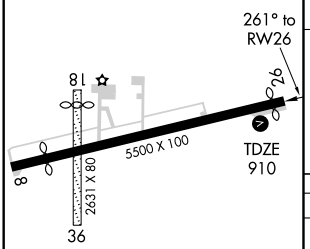
MISSED APPROACH: Climb to 3000 direct ZUKEC and hold.

AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L

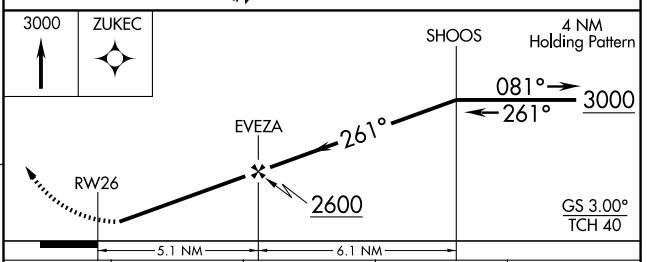


ELEV 913

Rwy 8 ldg 4800′
Rwy 18 ldg 2341′
Rwy 26 ldg 5263′



MIRL Rwy 8-26 L
REIL Rwy 26 L



CATEGORY	A	B	C	D
LPV DA	1241-1¼ 331 (400-1¼)			NA
LNAV/VNAV DA	1274-1¼ 364 (400-1¼)			NA
LNAV MDA	1440-1 530 (600-1)		1440-1½ 530 (600-1½)	NA
CIRCLING	1440-1 527 (600-1)		1440-1½ 527 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ROD 117.5 Chan 122	APP CRS 322°	Rwy Idg N/A TDZE N/A Apt Elev 909

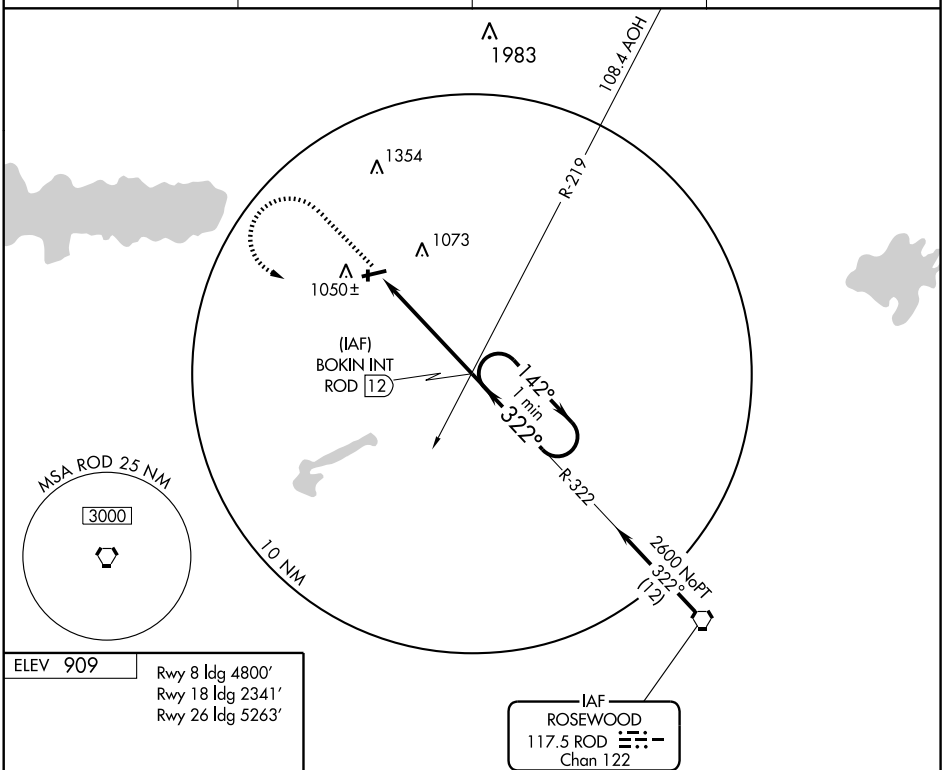
VOR-A

WAPAKONETA/ NEIL ARMSTRONG (AXV)

NA

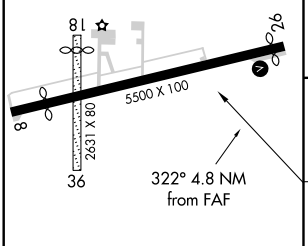
MISSED APPROACH: Climb to 3000 then left turn via ROD R-322 to BOKIN Int/ROD 12 DME and hold.

AWOS-3	DAYTON APP CON	UNICOM	
128.325	118.425 294.5	122.8 (CTAF)	122.7 L

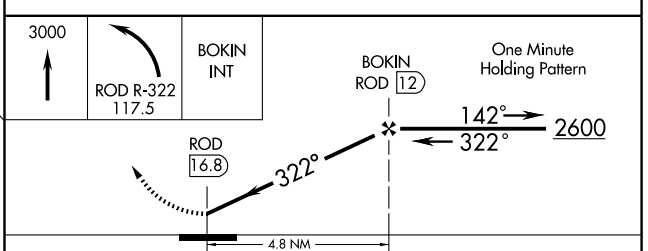


ELEV 909

Rwy 8 ldg 4800′
Rwy 18 ldg 2341′
Rwy 26 ldg 5263′



MIRL Rwy 8-26 L
REIL Rwy 26 L

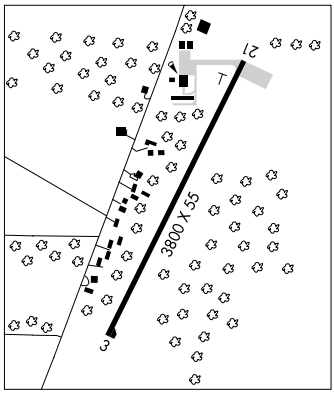


FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1400-1 491 (500-1)	1440-1 531 (600-1)	1440-1½ 531 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAKEMAN (I64) 3 NE UTC−5(−4DT) N41°17.59′ W82°22.24′ **DETROIT**
848 S4 **FUEL** 100LL NOTAM FILE CLE **L–30F**
RWY 03–21: H3800X55 (ASPH) LIRL (NSTD)
RWY 03: Tree. **RWY 21:** Trees.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1400Z‡–dusk. ACTIVATE NSTD LIRL Rwy 03–21—CTAF. Rwy 03–21 thld lgts offset. Rwy 03–21 NSTD LIRL, Rwy 21 lgts are located 135′ up rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
DRYER (H) VOR/DME 113.6 DJB Chan 83 N41°21.48′ W82°09.72′ 253° 10.2 NM to fld. 780/5W. **HIWAS.**



WAPAKONETA

NEIL ARMSTRONG (AXV) 8 SW UTC−5(−4DT) N40°29.61′ W84°17.89′ **DETROIT**
913 B S2 **FUEL** 100LL, JET A1+ OX 3 TPA—1903(990) NOTAM FILE DAY **H–10G, L–27E**
RWY 08–26: H5500X100 (ASPH–GRVD) MIRL **IAP**
RWY 08: Thld dsplcd 700′. Trees.
RWY 26: REIL. VASI(V2L)—GA 3.0 TCH 53′. Thld dsplcd 237′. Road.
RWY 18–36: 2631X80 (TURF)
RWY 18: Thld dsplcd 290′. Road. **RWY 36:** Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Rwy 18–36 CLOSED indef. Rwy 18–36 surface rough and uneven. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 26—122.7.
WEATHER DATA SOURCES: AWOS–3 128.325 (419) 753–2821.
COMMUNICATIONS: CTAF/UNICOM 122.8
ROSEWOOD RCO 122.1R 117.5T (DAYTON RADIO)
Ⓡ **DAYTON APP/DEP CON** 118.425 (360°–090°)
RADIO AIDS TO NAVIGATION: NOTAM FILE DAY.
ROSEWOOD (H) VORTAC 117.5 ROD Chan 122 N40°17.27′ W84°02.59′ 322° 17 NM to fld. 1080/5W.
ILS/DME 109.15 I–AXV Chan 28Y Rwy 26. LOC only. ILS OTS indef. DME OTS indef.

WARREN (62D) 5 NW UTC−5(−4DT) N41°16.02′ W80°55.64′ **DETROIT**
905 S2 **FUEL** 100LL NOTAM FILE CLE
RWY 04–22: H2907X30 (ASPH) LIRL (NSTD)
RWY 04: Thld dsplcd 87′. Trees. **RWY 22:** Thld dsplcd 578′. Trees.
RWY 18–36: 2700X140 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended irregularly. ACTIVATE NSTD LIRL Rwy 04–22—123.3. Rwy 04–22 NSTD LIRL; Rwy 04 no rwy end lgts; Rwy 22 dsplcd thld wrong color. Rwy 18 marked with yellow buckets. Rwy 04–22 LIRL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8

WASHINGTON COURT HOUSE

FAYETTE CO (I23) 2 NE UTC−5(−4DT) N39°34.23′ W83°25.23′ **CINCINNATI**
980 B **FUEL** 100LL, JET A, MOGAS TPA—1780(800) NOTAM FILE DAY **H–10G, L–29A**
RWY 05–23: H5097X75 (ASPH) S–30, D–40 MIRL **IAP**
RWY 05: Railroad. **RWY 23:** REIL. PAPI(P4L). Railroad.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡. ACTIVATE MIRL Rwy 05–23—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **COLUMBUS APP/DEP CON** 132.3 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 068° 19.6 NM to fld. 1050/4W.
COURT HOUSE NDB (MHW) 414 CSS N39°36.05′ W83°23.50′ 222° 2.3 NM to fld. NOTAM FILE DAY. NDB unusable 115°–165° byd 20 NM.

NDB CSS 414	APP CRS 223°	Rwy Idg 5097 TDZE 979 Apt Elev 980

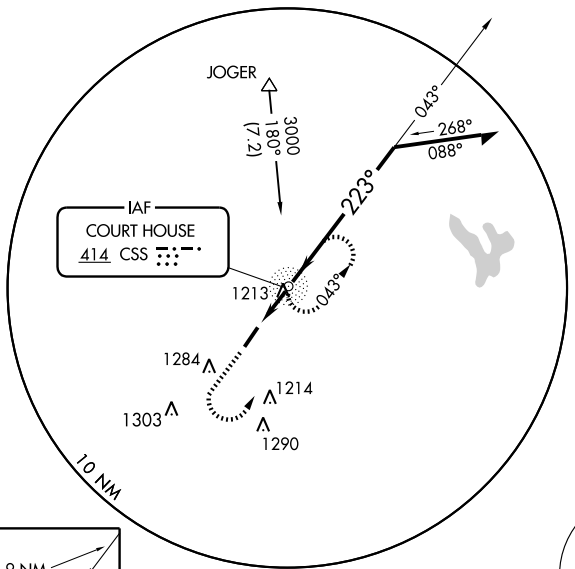
NDB RWY 23

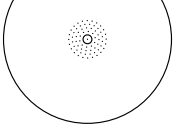
WASHINGTON COURT HOUSE/FAYETTE COUNTY (I23)

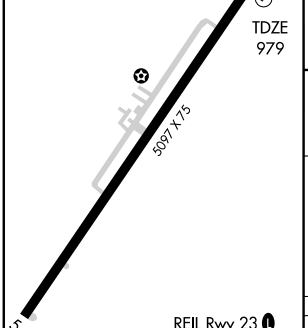
When local altimeter setting not received, use Airborne Airpark altimeter setting and increase all MDAs 60 feet and circling visibility Cats C and D NA ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2600 direct CSS NDB and hold.

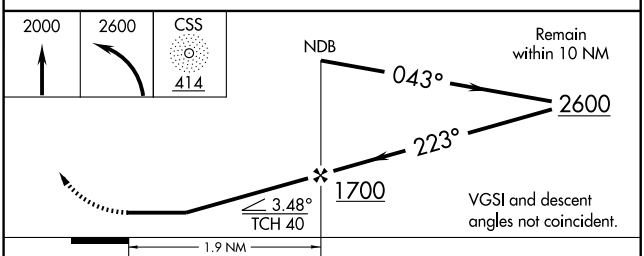
AWOS-3	COLUMBUS APP CON	UNICOM
118.775	132.3 279.6	122.8 (CTAF) L







FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38



CATEGORY	A	B	C	D
S-23	1580-1	601 (600-1)	1580-1¾ 601 (600-1¾)	1580-2 601 (600-2)
CIRCLING	1580-1	600 (600-1)	1640-1¾ 660 (700-1¾)	1640-2 660 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5097
220°	TDZE	979
	Apt Elev	980

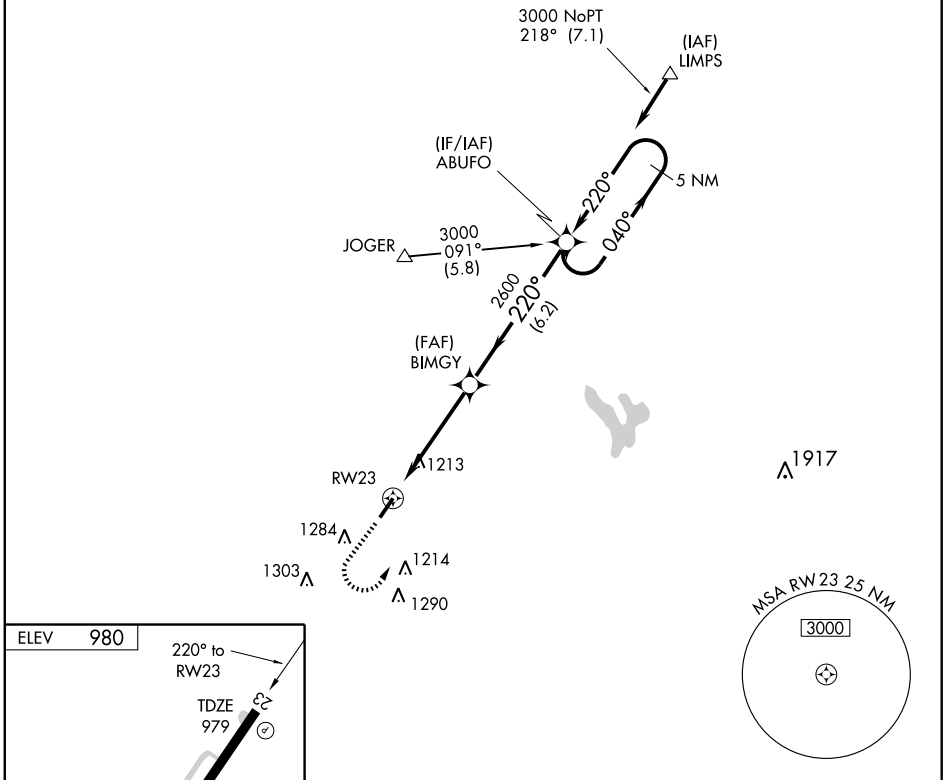
RNAV (GPS) RWY 23

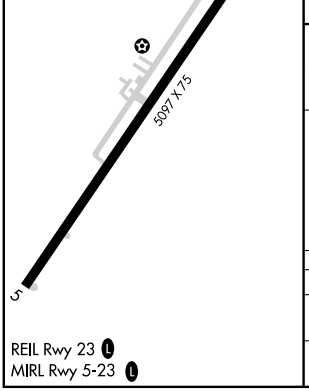
WASHINGTON COURT HOUSE/FAYETTE COUNTY (I23)

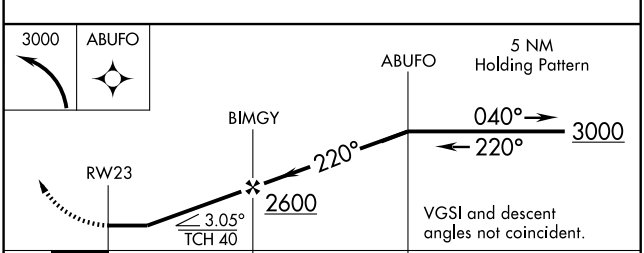
When local altimeter setting not received, use Airborne Airpark altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct ABUFO and hold.

AWOS-3	COLUMBUS APP CON	UNICOM
118.775	132.3 279.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1	561 (600-1)	1540-1½ 561 (600-1½)	1540-1¾ 561 (600-1¾)
CIRCLING	1580-1	600 (600-1)	1640-1¾ 660 (700-1¾)	1640-2 660 (700-2)

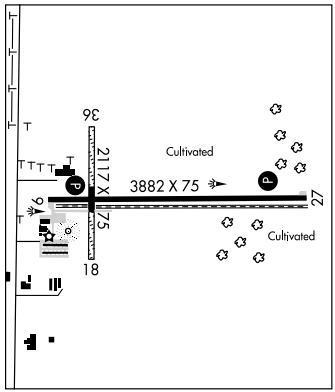
EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WATERVILLE N41°27.09′ W83°38.32′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 113.1 VWV Chan 78 319° 11.1 NM to Toledo Express. 664/2W. H–10G, L–28J
RCO 122.1R 113.1T (CLEVELAND RADIO)

WAUSEON

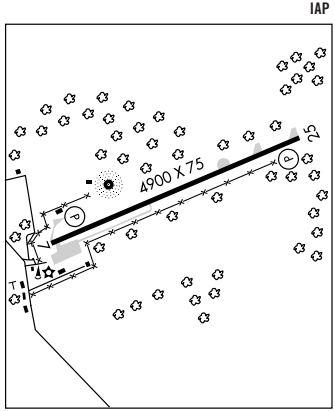
FULTON CO (USE) 4 N UTC−5(−4DT) N41°36.61′ W84°07.63′ DETROIT
779 B S4 **FUEL** 100LL, JET A, A1+ NOTAM FILE CLE L–28J
RWY 09–27: H3882X75 (ASPH) S–30 LIRL IAP
RWY 09: REIL. PAPI(P4L). Road.
RWY 27: REIL. PAPI(P4R). Trees. Rgt tfc.
RWY 18–36: 2117X75 (ASPH–TURF)
RWY 18: Trees. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1500Z‡–dusk. 100LL self serve. Rwy 18–36 359′ of center section paved. First 270′ of Rwy 18 turf and first 1328′ of Rwy 36 turf. Deer occasionally on rwy. Twy clsd indef. Rwy 27 REIL OTS indef. ACTIVATE LIRL Rwy 09–27; REIL Rwys 09 and 27; PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 296° 24 NM to fld. 660/2W.
NDB (MHW) 375 USE N41°36.55′ W84°07.96′ at fld.



WAVERLY N39°10.02′ W82°55.93′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 385 EOP at Pike Co. NDB unusable byd 15 NM. L–29A

WAVERLY

PIKE CO (EOP) 3 NE UTC−5(−4DT) N39°10.02′ W82°55.69′ CINCINNATI
660 B **FUEL** 100LL, JET A NOTAM FILE DAY L–29A
RWY 07–25: H4900X75 (ASPH) S–58 MIRL IAP
RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 37′. Tree.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. 24 hr credit card self svc avbl. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25—CTAF, PAPI Rwy 07 and Rwy 25 on dusk–dawn.
WEATHER DATA SOURCES: AWOS–A 118.4.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 009° 31.4 NM to fld. 1040/5W.
WAVERLY NDB (MHW) 385 EOP N39°10.02′ W82°55.93′ at fld. NOTAM FILE DAY. NDB unusable byd 15 NM.



WAYNE CO (See WOOSTER)

NDB USE	APP CRS	Rwy Idg	3881
375	275°	TDZE	777
		Apt Elev	780

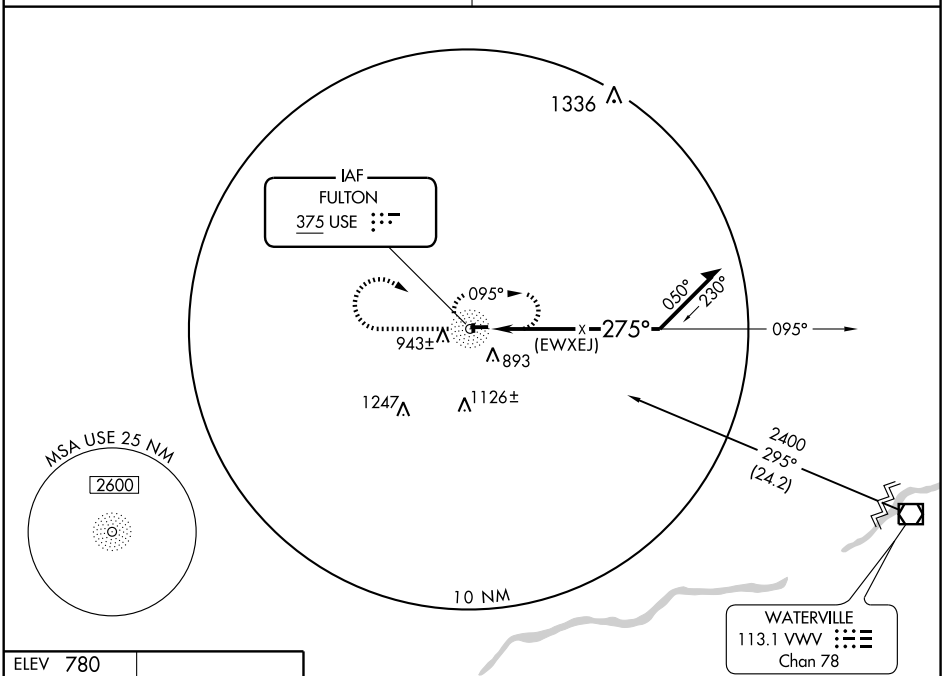
NDB or GPS RWY 27
WAUSEON/ FULTON COUNTY (USE)

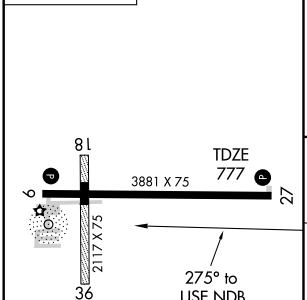
NA

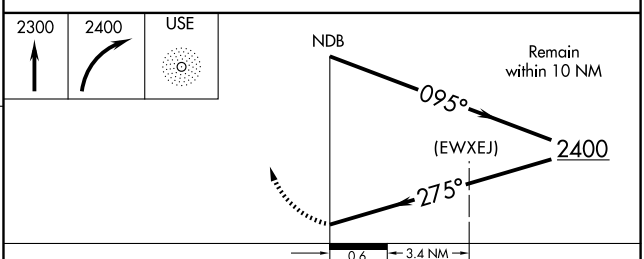
Use Toledo Express altimeter setting.

MISSED APPROACH: Climb to 2300 then climbing right turn to 2400 direct FULTON (USE) NDB and hold.

TOLEDO APP CON	UNICOM
134.35 317.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-27	1300-1	523 (600-1)	1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1360-1	580 (600-1)	1360-1½ 580 (600-1½)	1360-2 580 (600-2)

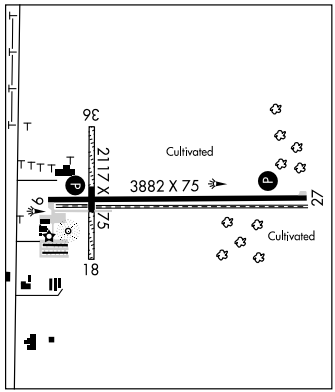
REIL Rwy 9 and 27 L
LIRL Rwy 9-27 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WATERVILLE N41°27.09′ W83°38.32′ NOTAM FILE CLE. DETROIT
(L) VOR/DME 113.1 VWV Chan 78 319° 11.1 NM to Toledo Express. 664/2W. H–10G, L–28J
RCO 122.1R 113.1T (CLEVELAND RADIO)

WAUSEON

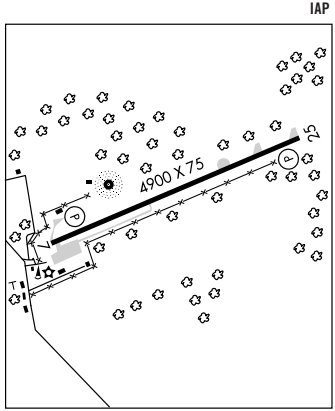
FULTON CO (USE) 4 N UTC−5(−4DT) N41°36.61′ W84°07.63′ DETROIT
779 B S4 **FUEL** 100LL, JET A, A1+ NOTAM FILE CLE L–28J
RWY 09–27: H3882X75 (ASPH) S–30 LIRL IAP
RWY 09: REIL. PAPI(P4L). Road.
RWY 27: REIL. PAPI(P4R). Trees. Rgt tfc.
RWY 18–36: 2117X75 (ASPH–TURF)
RWY 18: Trees. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1500Z‡–dusk. 100LL self serve. Rwy 18–36 359′ of center section paved. First 270′ of Rwy 18 turf and first 1328′ of Rwy 36 turf. Deer occasionally on rwy. Twy clsd indef. Rwy 27 REIL OTS indef. ACTIVATE LIRL Rwy 09–27; REIL Rwys 09 and 27; PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **TOLEDO APP/DEP CON** 134.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
WATERVILLE (L) VOR/DME 113.1 VWV Chan 78 N41°27.09′ W83°38.32′ 296° 24 NM to fld. 660/2W.
NDB (MHW) 375 USE N41°36.55′ W84°07.96′ at fld.



WAVERLY N39°10.02′ W82°55.93′ NOTAM FILE DAY. CINCINNATI
NDB (MHW) 385 EOP at Pike Co. NDB unusable byd 15 NM. L–29A

WAVERLY

PIKE CO (EOP) 3 NE UTC−5(−4DT) N39°10.02′ W82°55.69′ CINCINNATI
660 B **FUEL** 100LL, JET A NOTAM FILE DAY L–29A
RWY 07–25: H4900X75 (ASPH) S–58 MIRL IAP
RWY 07: REIL. PAPI(P4L)—GA 4.0° TCH 37′. Tree.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡. 24 hr credit card self svc avbl. Deer on and invof arpt. ACTIVATE MIRL Rwy 07–25—CTAF, PAPI Rwy 07 and Rwy 25 on dusk–dawn.
WEATHER DATA SOURCES: AWOS–A 118.4.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.
YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 009° 31.4 NM to fld. 1040/5W.
WAVERLY NDB (MHW) 385 EOP N39°10.02′ W82°55.93′ at fld. NOTAM FILE DAY. NDB unusable byd 15 NM.



WAYNE CO (See WOOSTER)

NDB EOP	APP CRS	Rwy Idg	4900
385	253°	TDZE	660
		Apt Elev	660

NDB RWY 25

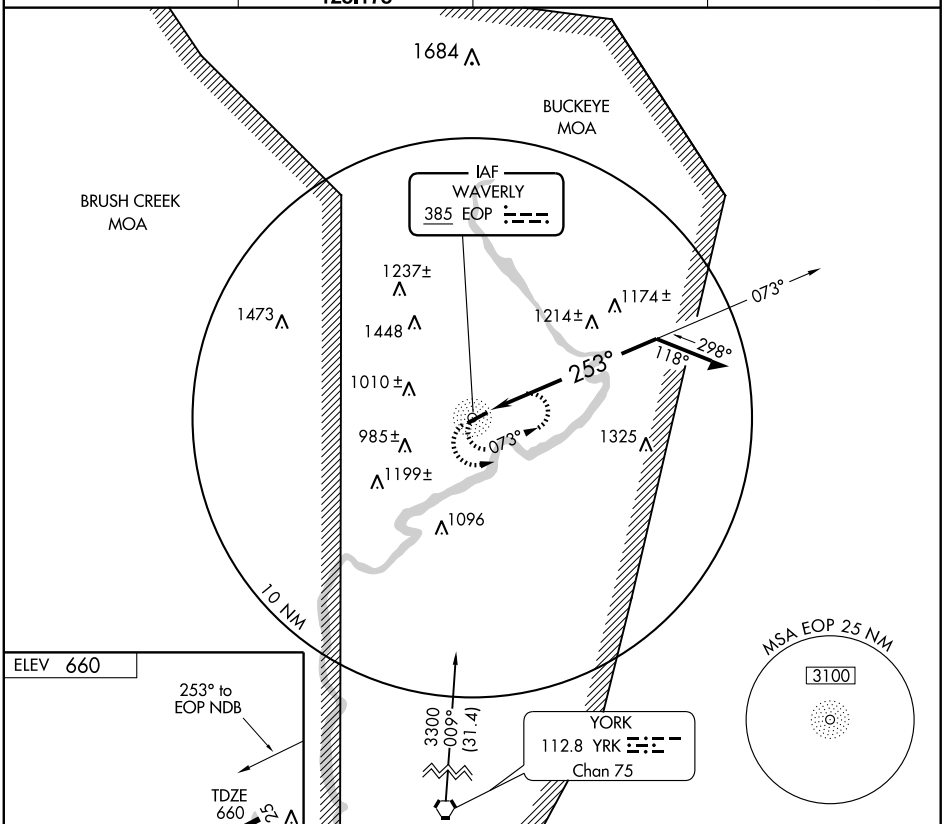
WAVERLY / PIKE COUNTY (EOP)

Use Greater Portsmouth Rgnl altimeter setting; if not received, use Ross County altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2700 in EOP NDB holding pattern.

AWOS-A	GREATER PORTSMOUTH RGNL AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.4	125.175	135.575 290.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-25	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)
CIRCLING	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)

REIL Rwys 7 and 25
MIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4900
068°	TDZE	660
	Apt Elev	660

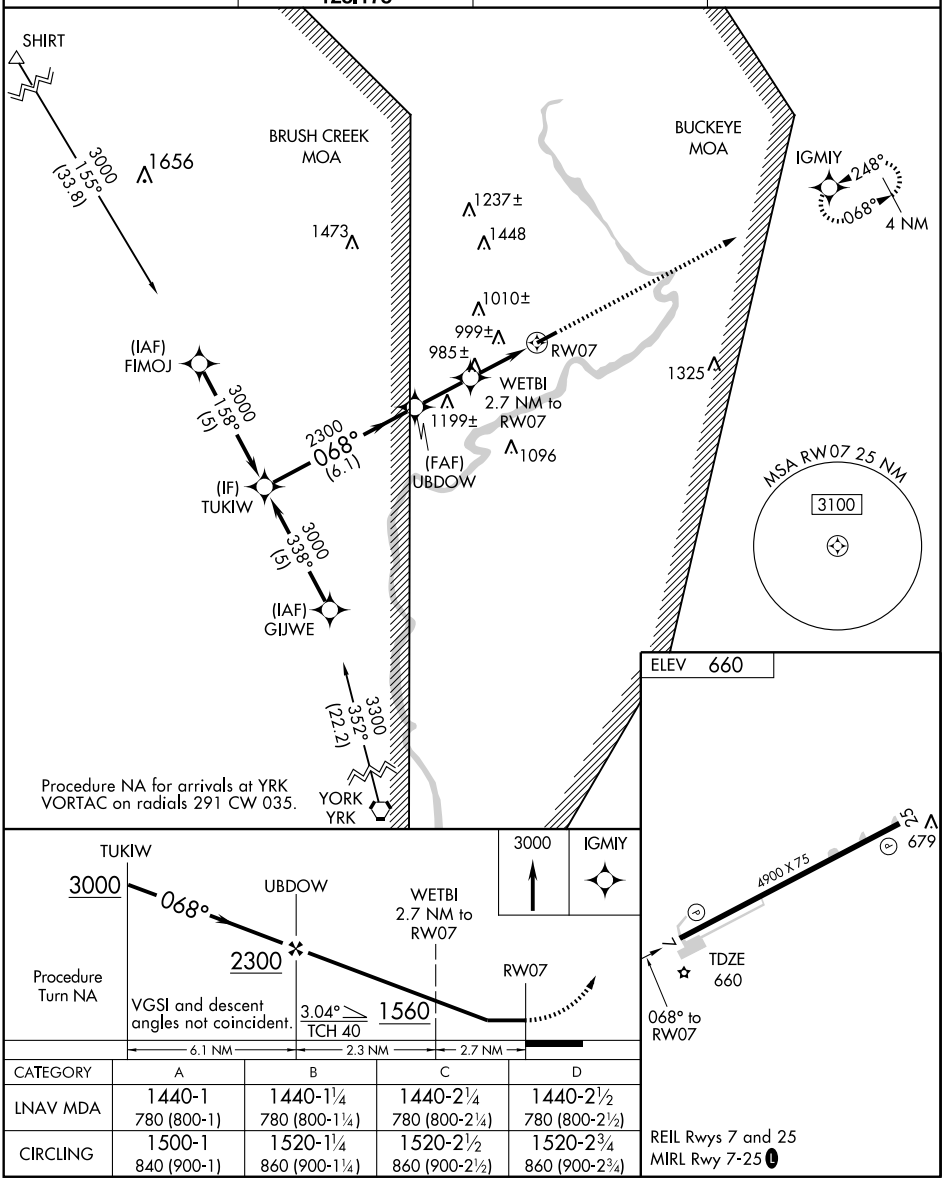
RNAV (GPS) RWY 7

WAVERLY/ PIKE COUNTY (EOP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Portsmouth altimeter setting; when not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet and LNAV Cats C and D, and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IGMIY and hold.

AWOS-A	GREATER PORTSMOUTH RGNL AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.4	125.175	135.575 290.5	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1440-1 780 (800-1)	1440-1¼ 780 (800-1¼)	1440-2¼ 780 (800-2¼)	1440-2½ 780 (800-2½)
CIRCLING	1500-1 840 (900-1)	1520-1¼ 860 (900-1¼)	1520-2½ 860 (900-2½)	1520-2¾ 860 (900-2¾)

REIL Rwys 7 and 25
MIRL Rwy 7-25 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

WAVERLY/ PIKE COUNTY (EOP)

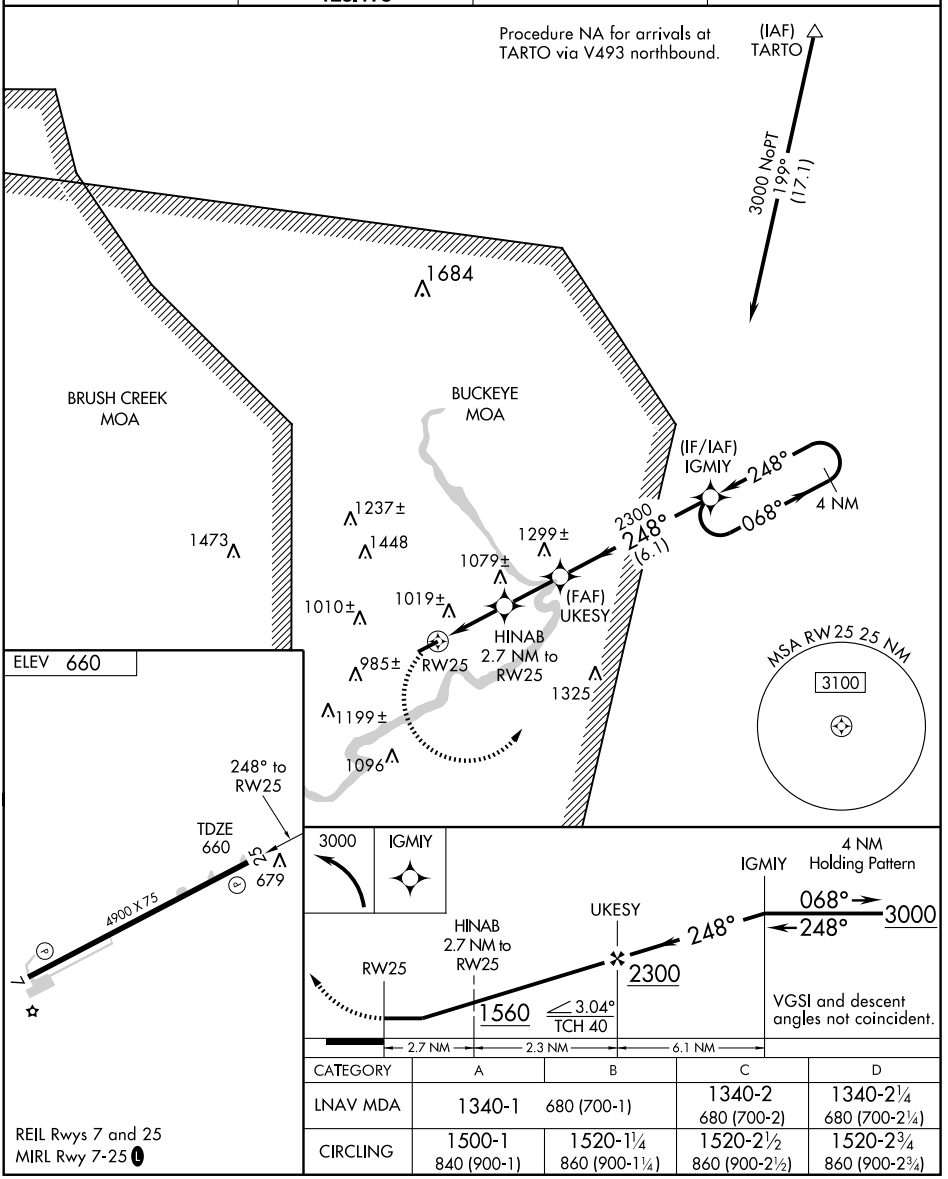
APP CRS	Rwy Idg	4900
248°	TDZE	660
	Apt Elev	660

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Portsmouth altimeter setting; when not received, use Rickenbacker Intl altimeter setting and increase all MDA 60 feet and Circling Cats A, C, and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct IGMIY and hold.

AWOS-A	GREATER PORTSMOUTH RGNL AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.4	125.175	135.575 290.5	123.0 (CTAF) L

EC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LNAV MDA	1340-1	680 (700-1)	1340-2 680 (700-2)	1340-2¼ 680 (700-2¼)
CIRCLING	1500-1 840 (900-1)	1520-1¼ 860 (900-1¼)	1520-2½ 860 (900-2½)	1520-2¾ 860 (900-2¾)

WAYNESVILLE

RED STEWART AIRFIELD (4Ø1) 4 W UTC−5(−4DT) N39°30.32′ W84°07.31′ **CINCINNATI**

955 S4 **FUEL** 100LL NOTAM FILE DAY

RWY 08–26: 3142X150 (TURF)

RWY 08: Crops. **RWY 26:** Thld dsplcd 540′. Tree.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Transient tfc 1 Jan–15 Apr notification required for rwy condition prior to arrival 513–897–7717. Rwys and aprons fair rolling turf; sod N and S of rwy used as twy. Banner towing and gliders on and invof arpt. Glider operations on N taxiway. Rwy 26 dsplcd thld marked with 3 outboard cones on each side of rwy. Rwy 08–26 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

DAYTON APP/DEP CON 126.5 (091°–180°)

WEIKER (See GREEN SPRINGS)

WELLER (See URBANA)

WELLINGTON

READER–BOTSFORD (67D) 00 SE UTC−5(−4DT) N41°09.75′ W82°12.16′ **DETROIT**

864 TPA—1650(786) NOTAM FILE CLE

RWY 18–36: 2850X100 (TURF)

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Attended Apr–Nov Wed, Sat–Sun dalgt hrs. Arpt CLOSED 1 Dec to 30 Apr. Glider ops. Monitor glider activities on CTAF. Rwy 18–36 lgtd thld Rwy 18 relocated 375′; Rwy 36 relocated 800′; 1825′ Rwy 18–36 usable for ngt ops.

COMMUNICATIONS: CTAF 122.9

WELTZIEN SKYPARK (See WADSWORTH)

WEST UNION N38°51.36′ W83°33.83′ NOTAM FILE DAY. **CINCINNATI**

NDB (MHW) 359 AMT at Alexander Salamon. NDB OTS indef. **L–26G**

WEST UNION

ALEXANDER SALAMON (AMT) 4 NW UTC−5(−4DT) N38°51.09′ W83°33.98′ **CINCINNATI**

896 B **FUEL** 80, 100LL NOTAM FILE DAY **L–26G**

RWY 05–23: H3762X65 (ASPH) MIRL 0.3% up NE **IAP**

RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.

AIRPORT REMARKS: Attended Mon–Sat dalgt hrs. Fuel avbl 24 hrs—credit card. ACTIVATE MIRL Rwy 05–23; PAPI Rwy 23 and REIL Rwy 23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 299° 30.3 NM to fld. 1040/5W.

WEST UNION NDB (MHW) 359 AMT N38°51.36′ W83°33.83′ at fld. NOTAM FILE DAY. OTS indef.

WILLARD (8G1) 1 S UTC−5(−4DT) N41°02.33′ W82°43.47′ **DETROIT**

967 **FUEL** 100LL NOTAM FILE CLE **L–29A**

RWY 10–28: H4028X65 (ASPH) MIRL 0.8% up W **IAP**

RWY 10: Thld dsplcd 300′. Building. **RWY 28:** Thld dsplcd 610′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. For fuel after hrs call 567–224–2492. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF 122.9

MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 332° 11.9 NM to fld. 1210/3W.

WILLIAMS CO (See BRYAN)

NDB AMT	APP CRS	Rwy Idg	3762
359	232°	TDZE	896
		Apt Elev	896

NDB RWY 23

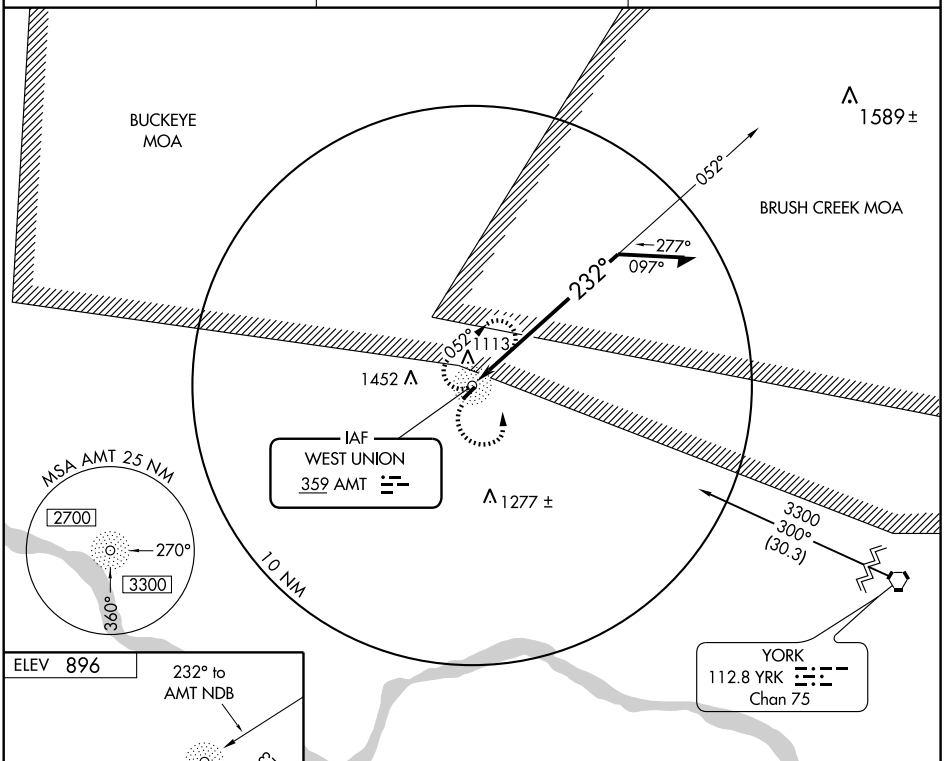
WEST UNION/ALEXANDER SALAMON (AMT)

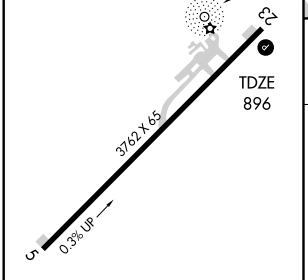
NA

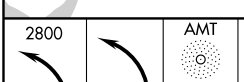
Use Flemingsburg, Kentucky altimeter setting.

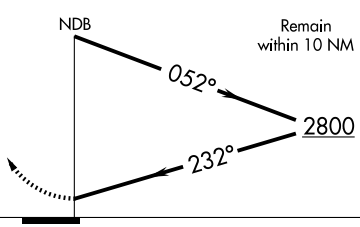
MISSED APPROACH: Climbing left turn to 2800 via heading 180°, then left turn direct AMT NDB and hold.

FLEMINGSBURG AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	135.575 290.5	122.8 (CTAF) L









REIL Rwy 23 L
MIRL Rwy 5-23 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-23	1660-1 764 (800-1)	1660-1¼ 764 (800-1¼)	1660-2¼ 764 (800-2¼)	NA
CIRCLING	1660-1 764 (800-1)	1660-1¼ 764 (800-1¼)	1660-2¼ 764 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3762
049°	TDZE	890
	Apt Elev	896

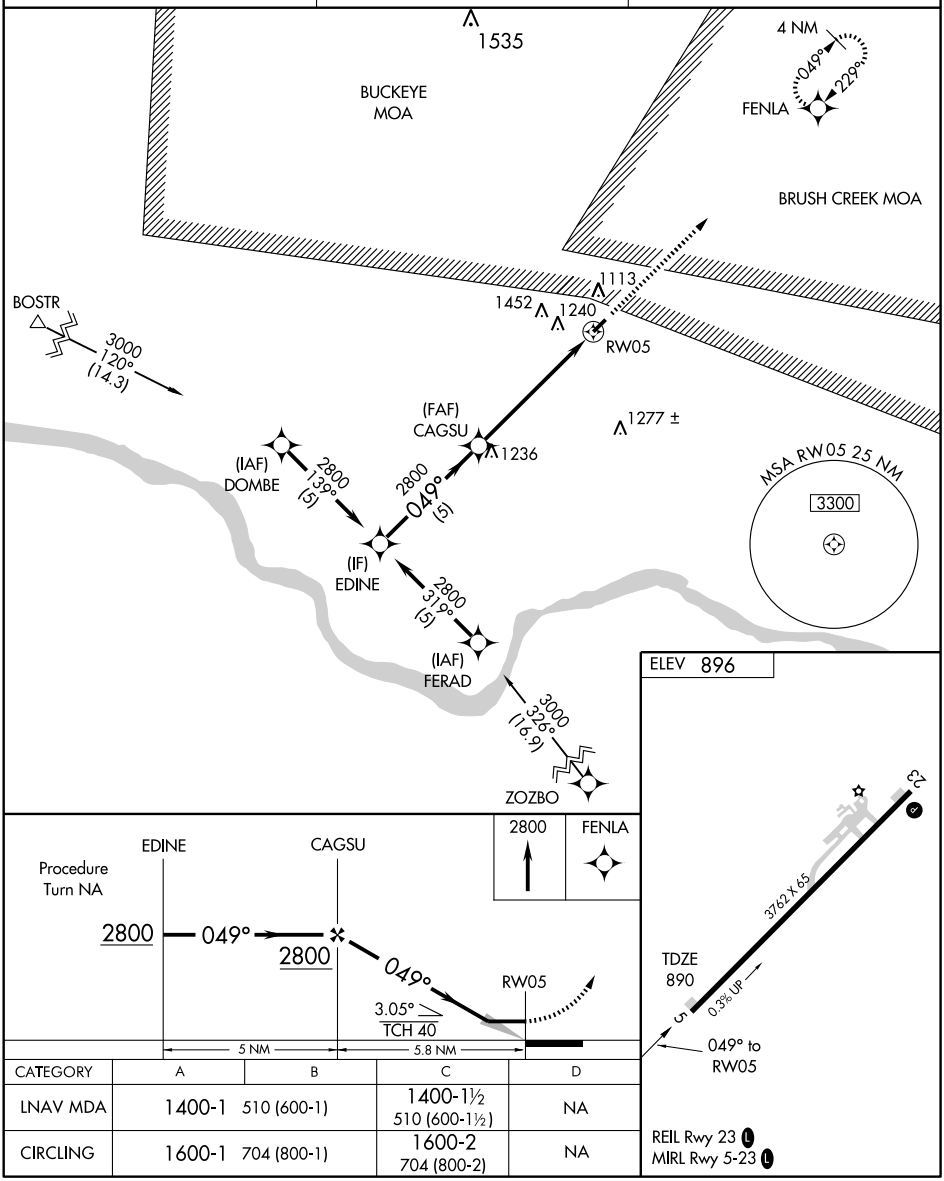
RNAV (GPS) RWY 5

WEST UNION/ ALEXANDER SALAMON (AMT)

T
NA Use Flemingsburg, Kentucky altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct FENLA WP and hold.

FLEMINGSBURG AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	135.575 290.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1400-1	510 (600-1)	1400-1½ 510 (600-1½)	NA
CIRCLING	1600-1	704 (800-1)	1600-2 704 (800-2)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

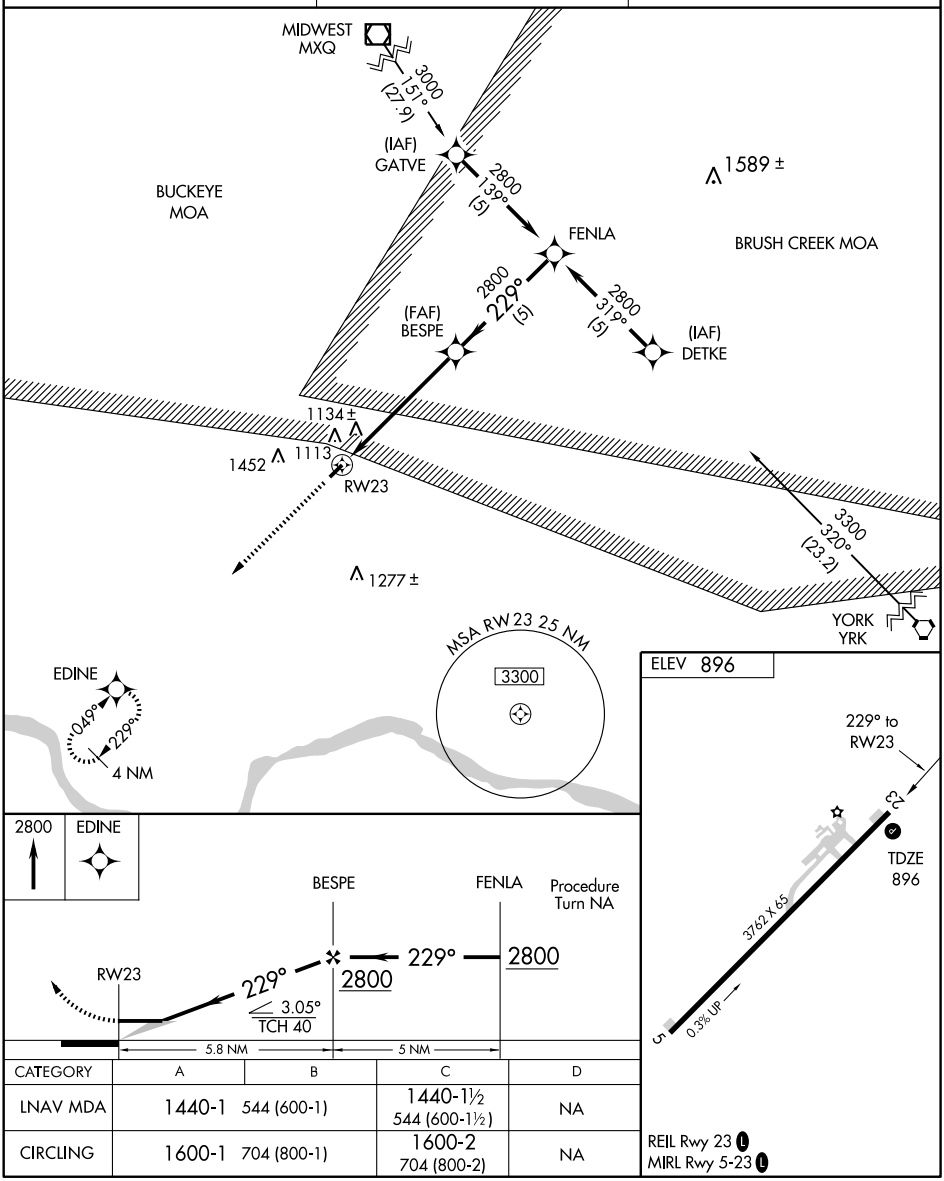
WEST UNION/ALEXANDER SALAMON (AMT)

APP CRS	Rwy Idg	3762
229°	TDZE	896
	Apt Elev	896

Use Flemingsburg, Kentucky altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct EDINE WP and hold.

FLEMINSBURG AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	135.575 290.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1440-1	544 (600-1)	1440-1½ 544 (600-1½)	NA
CIRCLING	1600-1	704 (800-1)	1600-2 704 (800-2)	NA

REIL Rwy 23 L
MIRL Rwy 5-23 L

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAYNESVILLE

RED STEWART AIRFIELD (4Ø1) 4 W UTC−5(−4DT) N39°30.32′ W84°07.31′ **CINCINNATI**

955 S4 **FUEL** 100LL NOTAM FILE DAY

RWY 08–26: 3142X150 (TURF)

RWY 08: Crops. **RWY 26:** Thld dsplcd 540′. Tree.

AIRPORT REMARKS: Attended 1300Z‡–dusk. Transient tfc 1 Jan–15 Apr notification required for rwy condition prior to arrival 513–897–7717. Rwys and aprons fair rolling turf; sod N and S of rwy used as twy. Banner towing and gliders on and invof arpt. Glider operations on N taxiway. Rwy 26 dsplcd thld marked with 3 outboard cones on each side of rwy. Rwy 08–26 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

DAYTON APP/DEP CON 126.5 (091°–180°)

WEIKER (See GREEN SPRINGS)

WELLER (See URBANA)

WELLINGTON

READER–BOTSFORD (67D) 00 SE UTC−5(−4DT) N41°09.75′ W82°12.16′ **DETROIT**

864 TPA—1650(786) NOTAM FILE CLE

RWY 18–36: 2850X100 (TURF)

RWY 18: Trees. **RWY 36:** Trees.

AIRPORT REMARKS: Attended Apr–Nov Wed, Sat–Sun dalgt hrs. Arpt CLOSED 1 Dec to 30 Apr. Glider ops. Monitor glider activities on CTAF. Rwy 18–36 lgtd thld Rwy 18 relocated 375′; Rwy 36 relocated 800′; 1825′ Rwy 18–36 usable for ngt ops.

COMMUNICATIONS: CTAF 122.9

WELTZIEN SKYPARK (See WADSWORTH)

WEST UNION N38°51.36′ W83°33.83′ NOTAM FILE DAY. **CINCINNATI**

NDB (MHW) 359 AMT at Alexander Salamon. NDB OTS indef. **L–26G**

WEST UNION

ALEXANDER SALAMON (AMT) 4 NW UTC−5(−4DT) N38°51.09′ W83°33.98′ **CINCINNATI**

896 B **FUEL** 80, 100LL NOTAM FILE DAY **L–26G**

RWY 05–23: H3762X65 (ASPH) MIRL 0.3% up NE **IAP**

RWY 05: Trees. **RWY 23:** REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.

AIRPORT REMARKS: Attended Mon–Sat dalgt hrs. Fuel avbl 24 hrs—credit card. ACTIVATE MIRL Rwy 05–23; PAPI Rwy 23 and REIL Rwy 23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **INDIANAPOLIS CENTER APP/DEP CON** 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE LOU.

YORK (L) VORTAC 112.8 YRK Chan 75 N38°38.65′ W82°58.70′ 299° 30.3 NM to fld. 1040/5W.

WEST UNION NDB (MHW) 359 AMT N38°51.36′ W83°33.83′ at fld. NOTAM FILE DAY. OTS indef.

WILLARD (8G1) 1 S UTC−5(−4DT) N41°02.33′ W82°43.47′ **DETROIT**

967 **FUEL** 100LL NOTAM FILE CLE **L–29A**

RWY 10–28: H4028X65 (ASPH) MIRL 0.8% up W **IAP**

RWY 10: Thld dsplcd 300′. Building. **RWY 28:** Thld dsplcd 610′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡. For fuel after hrs call 567–224–2492. ACTIVATE MIRL Rwy 10–28—CTAF.

COMMUNICATIONS: CTAF 122.9

MANSFIELD RCO 122.6 122.1R 108.8T (CLEVELAND RADIO)

Ⓡ **MANSFIELD APP/DEP CON** 124.2 (1100–0400Z‡) **CLEVELAND CENTER APP/DEP CON** 134.9 (0400–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MFD.

MANSFIELD (L) VORTAC 108.8 MFD Chan 25 N40°52.12′ W82°35.46′ 332° 11.9 NM to fld. 1210/3W.

WILLIAMS CO (See BRYAN)

VORTAC MFD 108.8 Chan 25	APP CRS 332°	Rwy Idg N/A TDZE N/A Apt Elev 967

VOR/DME or GPS-A

WILLARD (8G1)

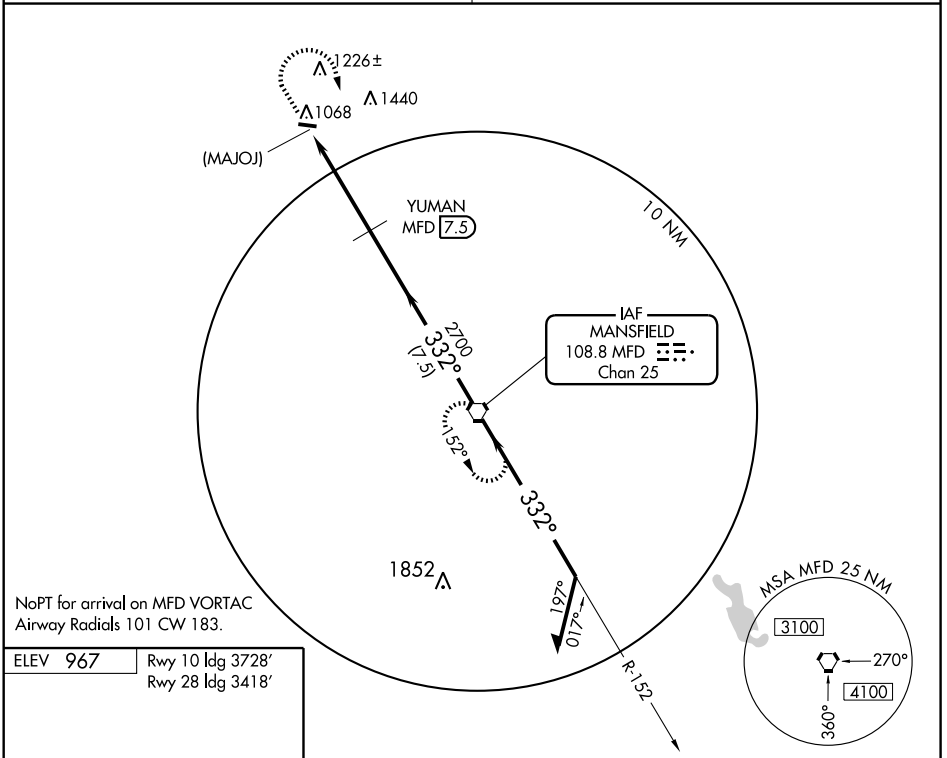
Use Mansfield altimeter setting; when not received, use Cleveland-Hopkins altimeter setting.

NA

MISSED APPROACH: Climb to 3000 then right turn direct MFD VORTAC and hold.

MANSFIELD APP CON ★ 124.2 390.8

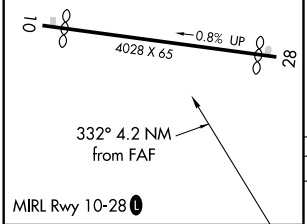
CTAF (L) 122.9



NoPT for arrival on MFD VORTAC Airway Radials 101 CW 183.

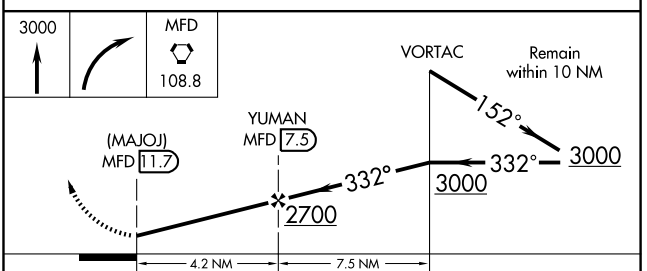
ELEV 967

Rwy 10 ldg 3728′
Rwy 28 ldg 3418′



MIRL Rwy 10-28 (L)

Knots	60	90	120	150	180
Min:Sec					



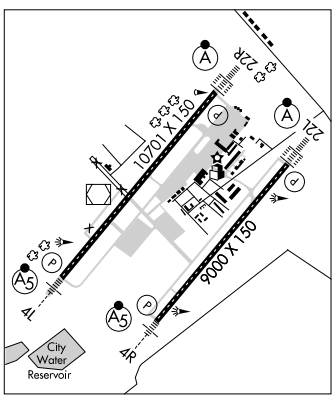
CATEGORY	A	B	C	D
CIRCLING	1680-1 713 (800-1)		1680-2 713 (800-2)	NA
CLEVELAND-HOPKINS ALTIMETER SETTING MINIMUMS				
CIRCLING	1720-1 753 (800-1)	1720-1¼ 753 (800-1¼)	1720-2¼ 753 (800-2¼)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WILLOUGHBY LOST NATION MUNI (LNN) 3 N UTC−5(−4DT) N41°41.04′ W81°23.39′ **DETROIT**
626 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE **H–10G, L–30G**
RWY 05–23: H5028X100 (ASPH) S–68, D–80, 2D–124 MIRL **IAP**
RWY 05: REIL. PAPI(P4R). Thld dsplcd 428′. Pole. **RWY 23:** REIL. PAPI(P4L). Trees.
RWY 10–28: H4272X100 (ASPH) S–68, D–80, 2D–124 MIRL
RWY 10: REIL. PAPI(P2L). Trees. **RWY 28:** REIL. PAPI(P2L). Thld dsplcd 1124′. Poles.
AIRPORT REMARKS: Attended 1200–0200Z‡. For arpt attendance or fuel svs after hrs call 440–942–7092 from 0400–1100Z‡ for prior arrangements. Multiple practice ldg and tkf prohibited Mon–Fri 0400–1300Z‡; Sat–Sun and holidays 0400–1400Z‡. Deer and Birds on and invof arpt. Rwy 05 REIL OTS indef. Rwy 23 PAPI OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and Rwy 10–28; REIL Rwys 05; Rwy 23; Rwy 10 and Rwy 28; and PAPI Rwys 05; Rwy 23; Rwy 10 and Rwy 28—CTAF. Ldg fee for all commercial acft by weight; multi–engine and larger.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 320° 14.3 NM to fld. 1310/5W.
LAKELAND NDB (MHW) 263 LQL N41°40.94′ W81°22.74′ at fld. NDB unmonitored.
COMM/NAV/WEATHER REMARKS: UNICOM freq unmonitored May–Sep (0300–1200Z‡); Oct–Apr (0200–1200Z‡). For IFR clearance ctc Cleveland apch control at 216–898–2040.

WILMINGTON

AIRBORNE AIRPARK (ILN) 2 SE UTC−5(−4DT) N39°25.68′ W83°47.53′ **CINCINNATI**
1077 B S4 **FUEL** JET A OX 1, 2 Class IV, ARFF Index A NOTAM FILE ILN **H–10G, L–27E**
RWY 04L–22R: H10701X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–390, 2D/2D2–750 HIRL CL **IAP**
RWY 04L: MALSR. PAPI(P4L)—GA 3.0° TCH 62′.
RWY 22R: ALSF–2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′.
0.4% down.
RWY 04R–22L: H9000X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–390, 2D/2D2–750 HIRL CL
RWY 04R: MALSR. PAPI(P4L)—GA 3.0° TCH 71′. 0.3% up.
RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. 0.4% down.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 04L: TORA–10701 TODA–10701 ASDA–10701 LDA–10701
RWY 04R: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 22L: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 22R: TORA–10701 TODA–10701 ASDA–10701 LDA–10701
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 937–366–2282. Rwy 04L–22R has 1000′ paved area on SW end and 200′ paved area on NE end. Rwy 04R–22L has 200′ paved area on each end. For HIRL Rwy 04L–22R and Rwy 04R–22L when twr clsd contact ops on 119.47. Rwy 04R touchdown, midpoint and rollout RVR avbl. Rwy 22L touchdown, midpoint and rollout RVR avbl. Four hrs PPR for all transient acft call arpt manager 937–366–2282 during operating hrs. After hrs call flight control 937–366–2441. Ldg fee. U.S. Customs user fee arpt.
WEATHER DATA SOURCES: ASOS (937) 383–7334.
COMMUNICATIONS: CTAF 119.475 **ATIS** 124.925
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
WILMINGTON TOWER 119.475, 125.6 (04R–22L in instrument meteorological conditions) Mon 1200–Sat 2300Z‡, Sun 1100–2300Z‡.
GND CON 121.6 **CLNC DEL** 125.6
AIRSPACE: CLASS D svc Mon 1200Z‡–Sat 2300Z‡, Sun 1100–2300Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ at fld. 1050/4W. Unmonitored when twr clsd.
AIRBO NDB (MHW/LOM) 407 IL N39°29.58′ W83°44.29′ 217° 4.6 NM to fld. Unmonitored Sat–Sun 2300–1100Z‡ and Sun 2300 til Mon 1200Z‡.
CUBLA NDB (MHW/LOM) 299 HW N39°21.21′ W83°52.55′ 045° 5.9 NM to fld.
ILS 110.7 I–HWM Rwy 04L. LOM CUBLA NDB. Unmonitored when twr clsd. LOC unusable byd 15° left or right of course.
ILS/DME 109.35 I–IYV Chan 30(Y) Rwy 04R. Class IT. Unmonitored when twr clsd.
ILS 110.7 I–ILN Rwy 22R. Class IIIE. LOM AIRBO NDB. Unmonitored when twr clsd.
ILS/DME 109.35 I–RHX Chan 30(Y) Rwy 22L. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not avbl at twr.

AMRST TWO DEPARTURE

(AMRST2.AMRST) 09183

WILLOUGHBY LOST NATION MUNI (LNN)

WILLOUGHBY, OHIO

CLEVELAND DEP CON
125.35 346.325

TAKE-OFF MINIMUMS:
Rwys 5, 10, 23, 28:
STANDARD.

NOTE: RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000 thence. . . .

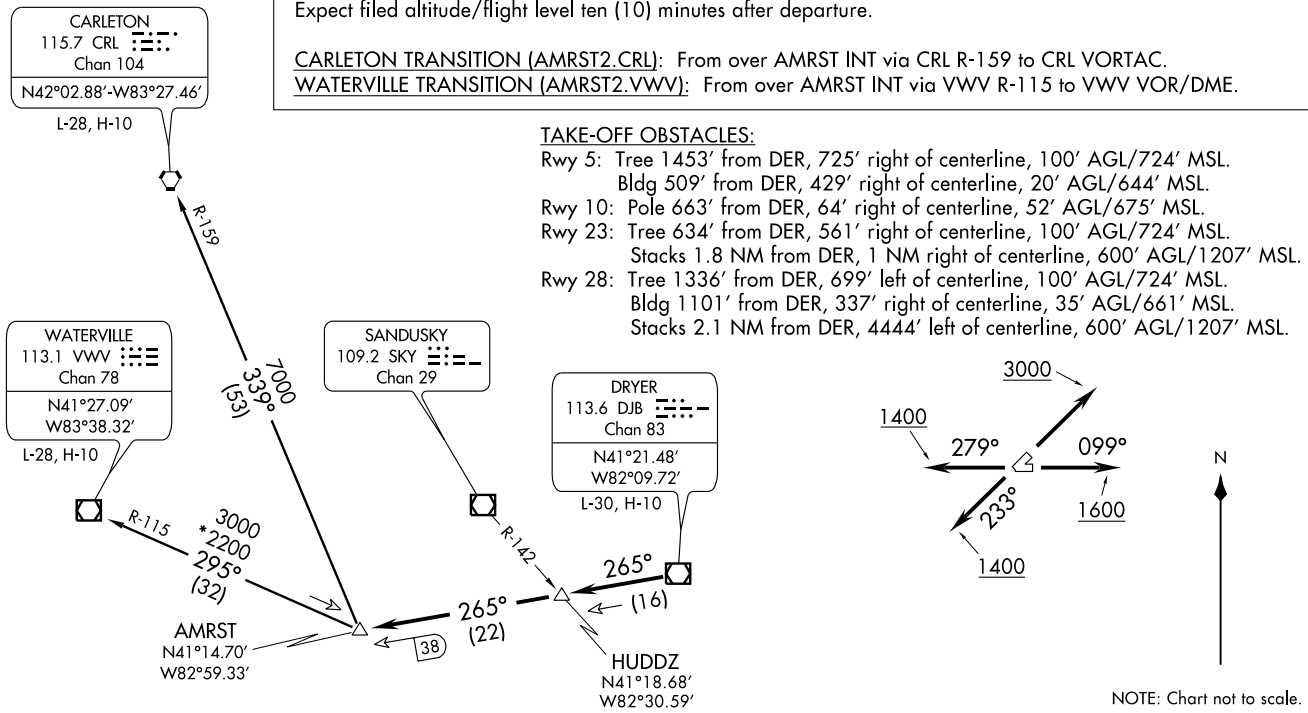
TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000 thence. . . .

TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept the DJB VOR/DME R-265 to AMRST INT then via (Transition). Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST2.CRL): From over AMRST INT via CRL R-159 to CRL VORTAC.
WATERVILLE TRANSITION (AMRST2.VWV): From over AMRST INT via VWV R-115 to VWV VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 5: Tree 1453′ from DER, 725′ right of centerline, 100′ AGL/724′ MSL.
Bldg 509′ from DER, 429′ right of centerline, 20′ AGL/644′ MSL.
Rwy 10: Pole 663′ from DER, 64′ right of centerline, 52′ AGL/675′ MSL.
Rwy 23: Tree 634′ from DER, 561′ right of centerline, 100′ AGL/724′ MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600′ AGL/1207′ MSL.
Rwy 28: Tree 1336′ from DER, 699′ left of centerline, 100′ AGL/724′ MSL.
Bldg 1101′ from DER, 337′ right of centerline, 35′ AGL/661′ MSL.
Stacks 2.1 NM from DER, 4444′ left of centerline, 600′ AGL/1207′ MSL.



(AMRST2.AMRST) 09183

AMRST TWO DEPARTURE

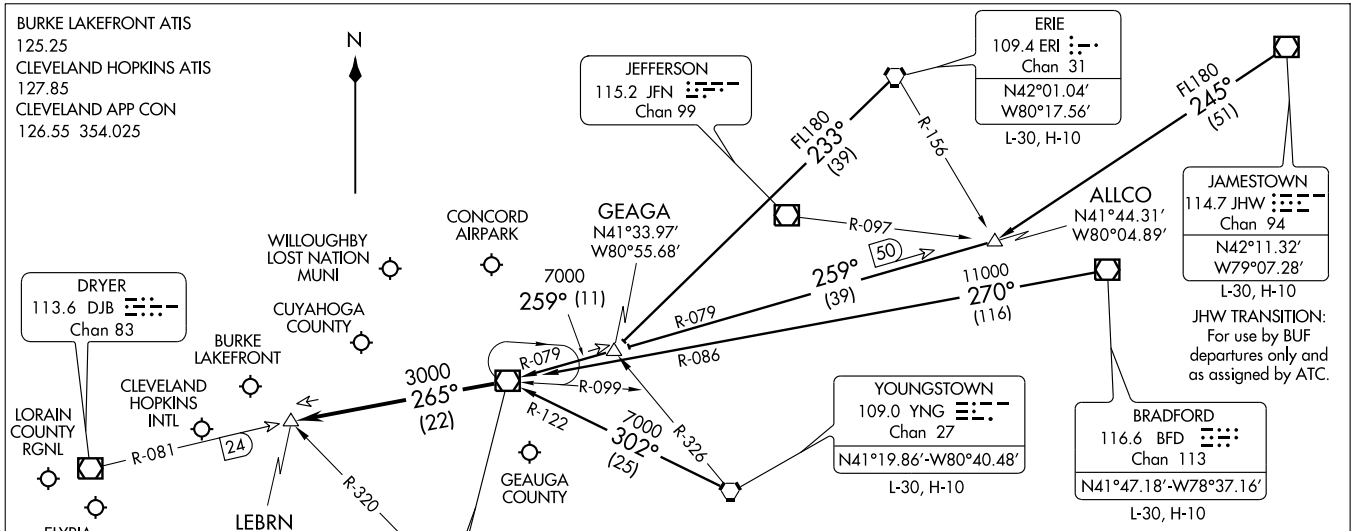
SL-753 (FAA)

WILLOUGHBY LOST NATION MUNI (LNN)

WILLOUGHBY, OHIO

CHARDON TWO ARRIVAL

(CXR.CXR2) 09071



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 10,000′ and 250 Kts.
PROPS: Expect clearance to cross at 9000′.

NOTE: RADAR Required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BRADFORD TRANSITION (BFD.CXR2): From over BFD VOR/DME via BFD R-270 and CXR R-086 to CXR VOR/DME. Thence . . . .

ERIE TRANSITION (ERI.CXR2): From over ERI VORTAC via ERI R-233 to GEAGA INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

JAMESTOWN TRANSITION (JHW.CXR2): (For use by BUF departures only and as assigned by ATC) From over JHW VOR/DME via JHW R-245 to ALLCO INT, then via CXR R-079 to CXR VOR/DME. Thence . . . .

YOUNGSTOWN TRANSITION (YNG.CXR2): From over YNG VORTAC via YNG R-302 and CXR R-122 to CXR VOR/DME. Thence . . . .

. . . . From CXR VOR/DME via R-265 to LEBRN INT, expect vectors to final approach course.

(CXR.CXR2) 09071
CHARDON TWO ARRIVAL

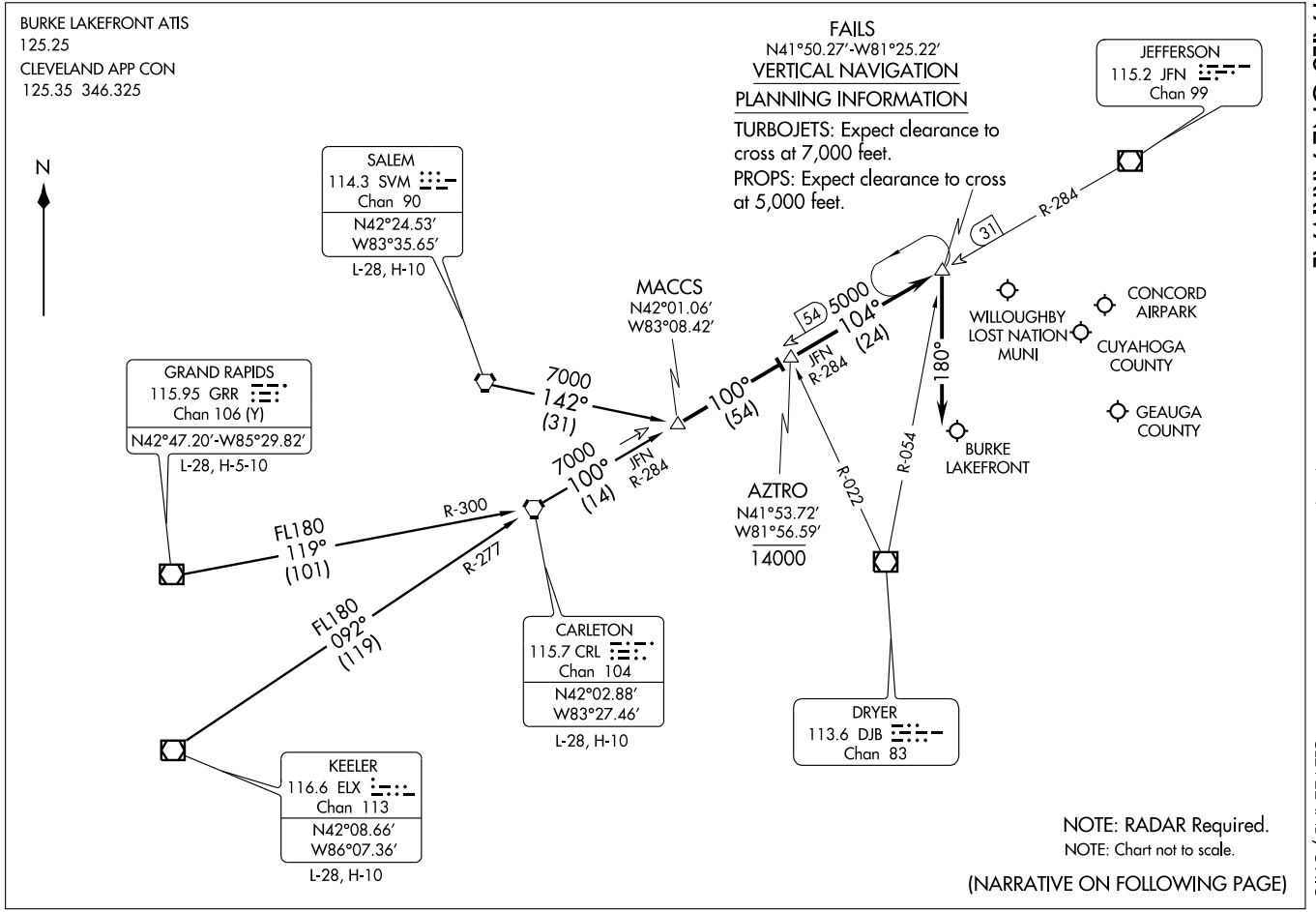
ST-84 (FAA)

CLEVELAND, OHIO

CLEVELAND, OHIO

FAILS ONE ARRIVAL

(MACCS.FAILS1) 09183



FAILS ONE ARRIVAL
(MACCS.FAILS1) 09183

CLEVELAND, OHIO

ST-5370 (FAA)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS1): From over CRL VORTAC via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

GRAND RAPIDS TRANSITION (GRR.FAILS1): From over GRR VOR/DME via GRR R-119 and CRL R-300 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

KEELER TRANSITION (ELX.FAILS1): From over ELX VOR/DME via ELX R-092 and CRL R-277 to CRL VORTAC, then via CRL R-100 and JFN R-284 to MACCS INT. Thence. . . .

SALEM TRANSITION (SVM.FAILS1): From over SVM VORTAC via heading 142° to MACCS INT. Thence. . . .

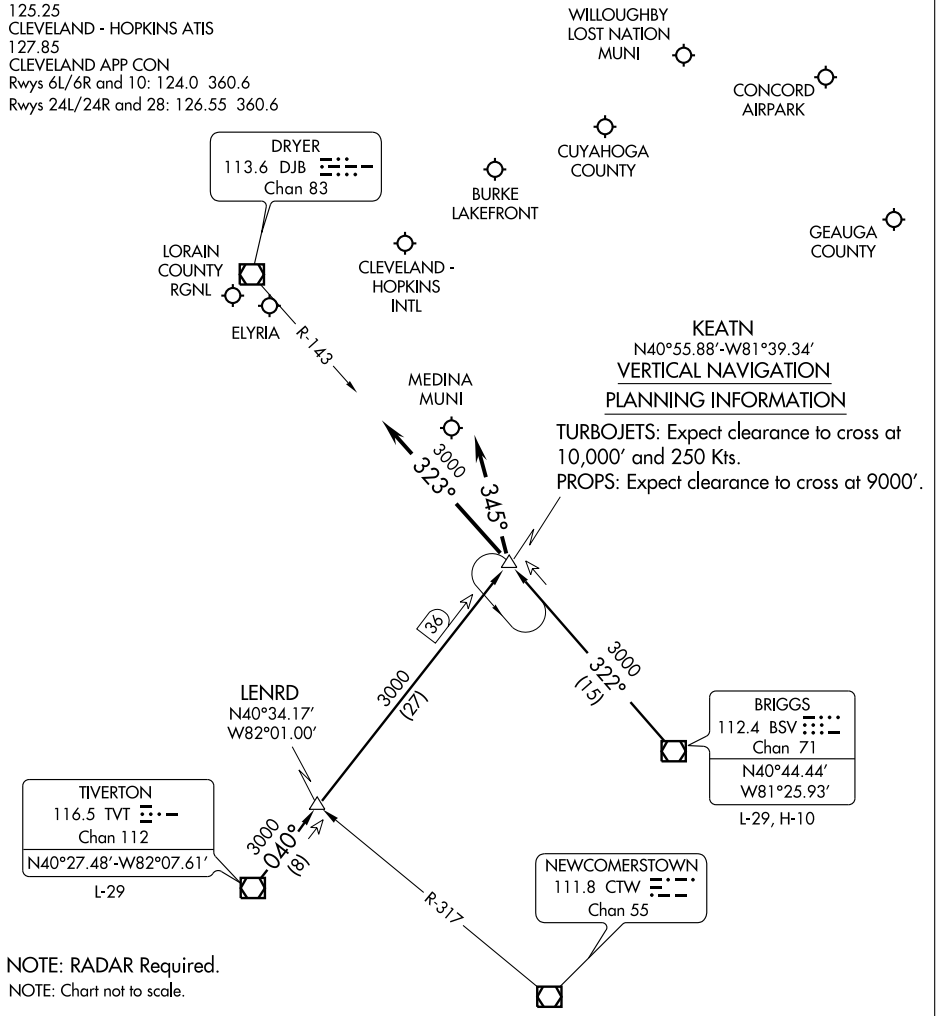
. . . . From over MACCS INT, via CRL VORTAC R-100 to AZTRO INT, then via JFN VOR/DME R-284 to FAILS INT. From FAILS fly heading 180°.
Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

KEATN FIVE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN5): From over BSV VOR/DME via BSV R-322 to KEATN INT. Thence. . . .

TIVERTON TRANSITION (TVT.KEATN5): From over TVT VOR/DME via TVT R-040 to KEATN INT. Thence. . . .

LANDING CLE RWY 24L/R and 28: . . . .Depart KEATN INT heading 345°. Expect radar vectors to final approach course.

LANDING CLE RWY 6L/R and 10: . . . .Depart KEATN INT via DJB R-143 to DJB VOR/DME. Expect radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: . . . .From KEATN INT expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

NDB LQL	APP CRS	Rwy Idg	4272
263	099°	TDZE	625
		Apt Elev	626

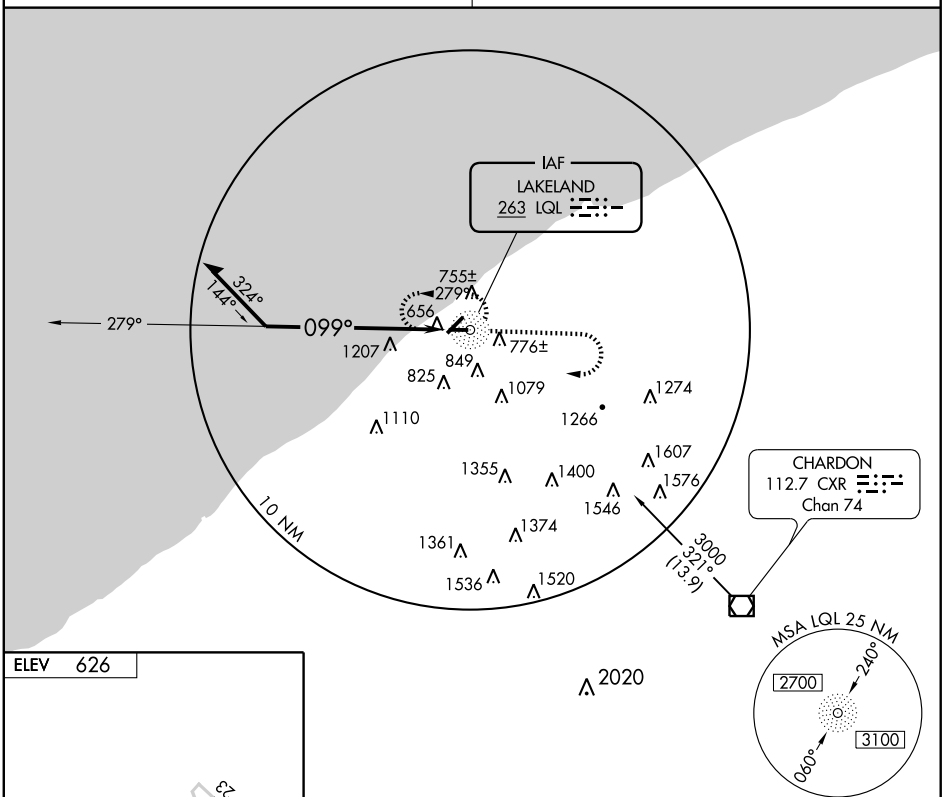
NDB RWY 10

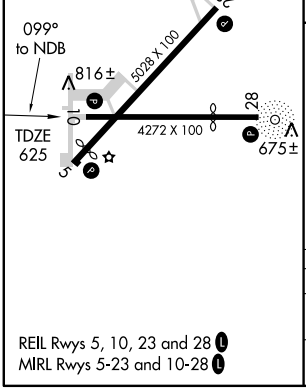
WILLOUGHBY LOST NATION MUNI (LNN)

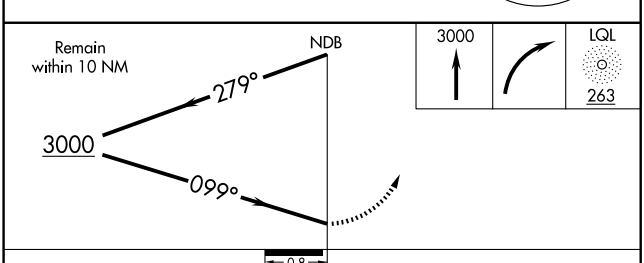
Visibility reduction by helicopters NA.
Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 then right turn direct LQL NDB and hold.

CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-10	1700-1¼ 1075 (1100-1¼)	1700-1½ 1075 (1100-1½)	1700-3 1075 (1100-3)	NA
CIRCLING	1700-1¼ 1074 (1100-1¼)	1700-1½ 1074 (1100-1½)	1700-3 1074 (1100-3)	NA

REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

OBRLN TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 10: Climb via heading 099° to 1600 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 23: Climb via heading 233° to 1400 then via assigned heading to 3000 thence. . . .
TAKE-OFF RUNWAY 28: Climb via heading 279° to 1400 then via assigned heading to 3000 thence. . . .

. . . . or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN2.VHP): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.
FORT WAYNE TRANSITION (OBRLN2.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned.) From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-274 and FWA R-091 to FWA VORTAC.
MUNCIE TRANSITION (OBRLN2.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-243 and MIE R-063 to MIE VOR/DME.
RICHMOND TRANSITION (OBRLN2.RID): From over OBRLN INT via FDY R-081 to FDY VORTAC, then via FDY R-217 and RID R-037 to RID VORTAC.
ROSEWOOD TRANSITION (OBRLN2.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 5: Tree 1453′ from DER, 725′ right of centerline, 100′ AGL/724′ MSL.
Bldg 509′ from DER, 429′ right of centerline, 20′ AGL/644′ MSL.
Rwy 10: Pole 663′ from DER, 64′ right of centerline, 52′ AGL/675′ MSL.
Rwy 23: Tree 634′ from DER, 561′ right of centerline, 100′ AGL/724′ MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600′ AGL/1207′ MSL.
Rwy 28: Tree 1336′ from DER, 699′ left of centerline, 100′ AGL/724′ MSL.
Bldg 1101′ from DER, 337′ right of centerline, 35′ AGL/661′ MSL.
Stacks 2.1 NM from DER, 4444′ left of centerline, 600′ AGL/1207′ MSL.

EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 5

WILLOUGHBY LOST NATION MUNI (LNN)

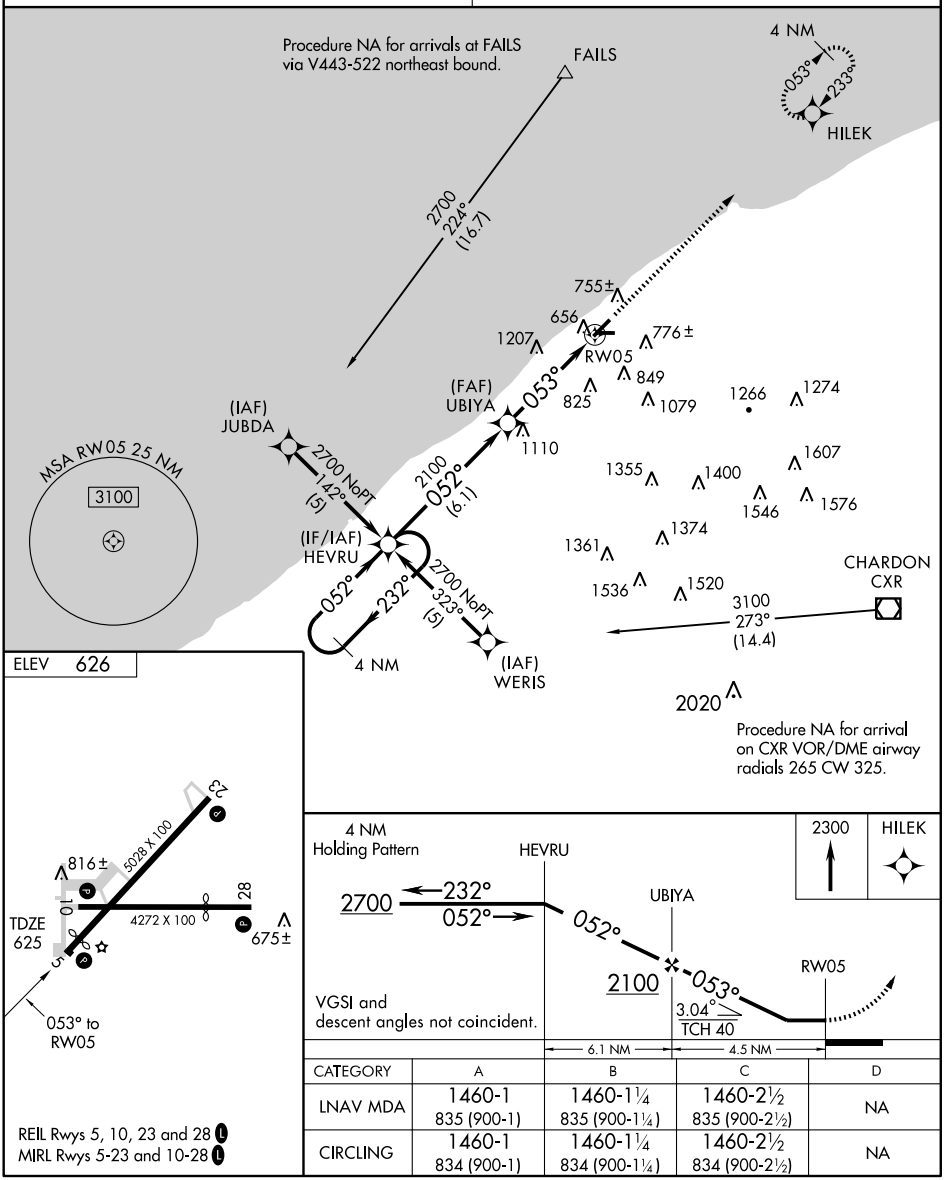
APP CRS	Rwy Idg	4600
053°	TDZE	625
	Apt Elev	626

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altmeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2300 direct HILEK and hold.

CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1460-1 835 (900-1)	1460-1¼ 835 (900-1¼)	1460-2½ 835 (900-2½)	NA
CIRCLING	1460-1 834 (900-1)	1460-1¼ 834 (900-1¼)	1460-2½ 834 (900-2½)	NA

REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 10

WILLOUGHBY LOST NATION MUNI (LNN)

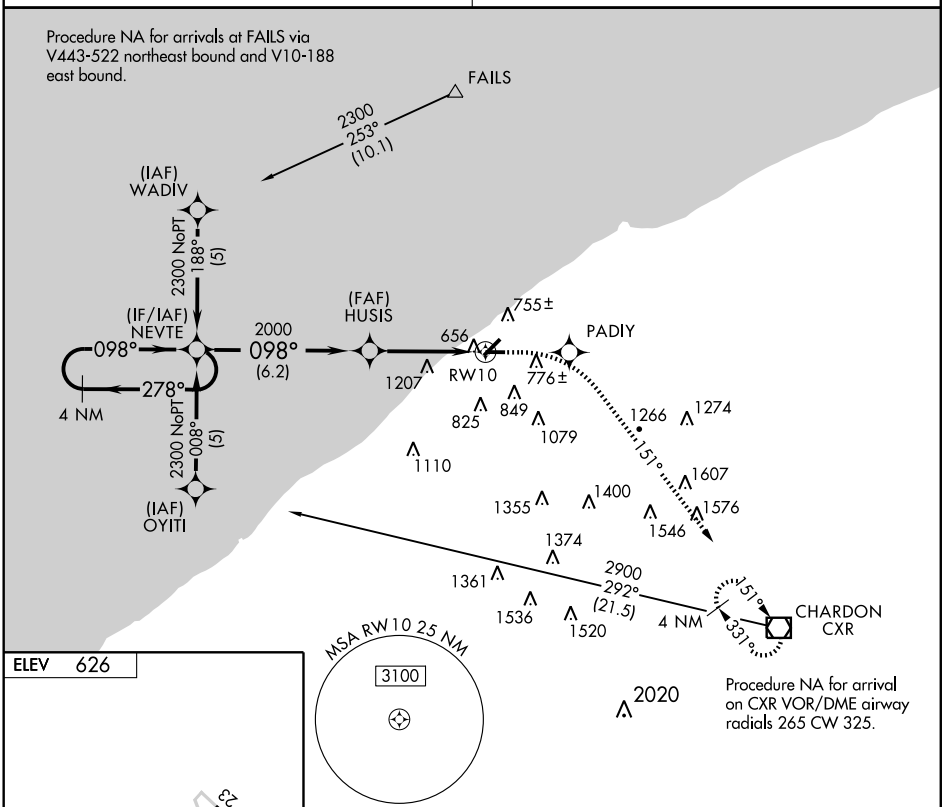
APP CRS	Rwy Idg	4272
098°	TDZE	625
	Apt Elev	626

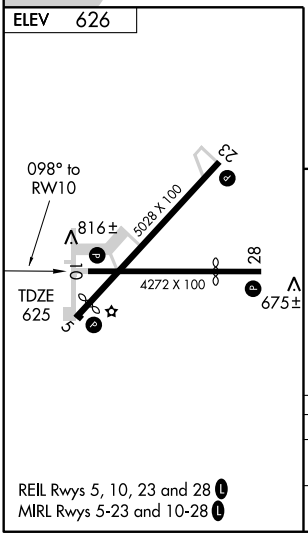
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile.

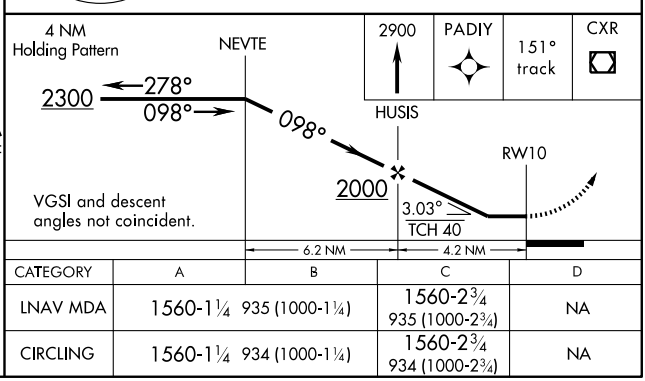
NA

MISSED APPROACH: Climb to 2900 direct PADIY and via track 151° to CXR VOR/DME and hold.

CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 935 (1000-1¼)		1560-2¾ 935 (1000-2¾)	NA
CIRCLING	1560-1¼ 934 (1000-1¼)		1560-2¾ 934 (1000-2¾)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5028
CH 82410	233°	TDZE	623
W23A		Apt Elev	626

RNAV (GPS) RWY 23

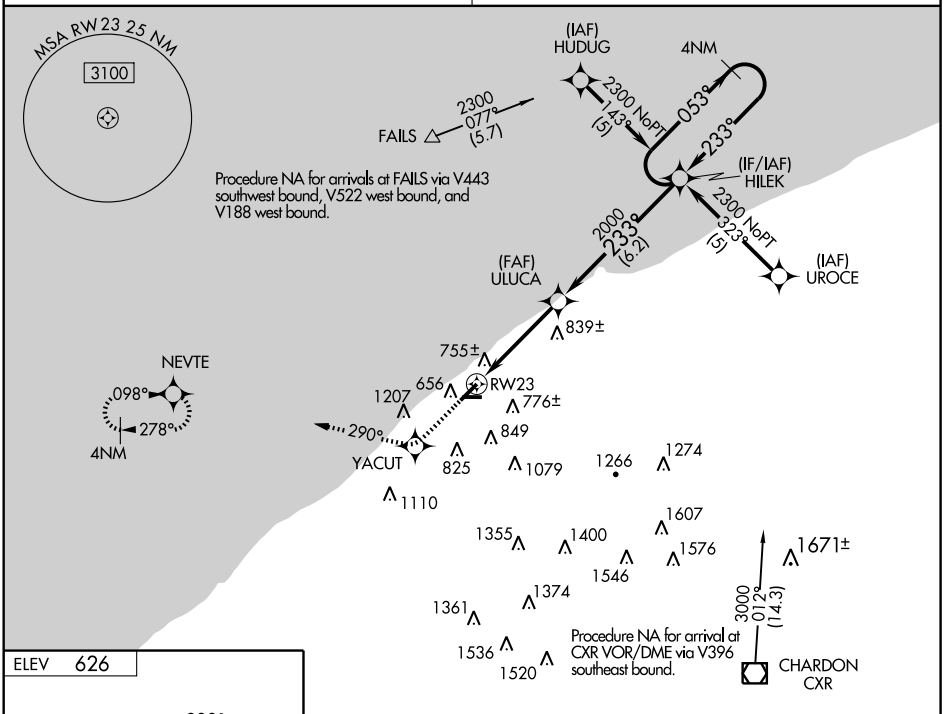
WILLOUGHBY LOST NATION MUNI (LNN)

T NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA/MDA 40 feet, and all visibilities ¼ mile.

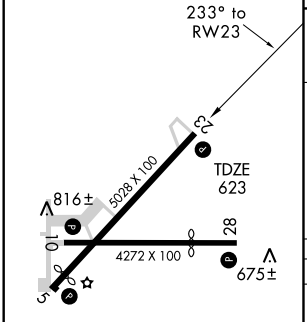
MISSED APPROACH: Climb to 2300 direct YACUT and via 290° track to NEVTE and hold.

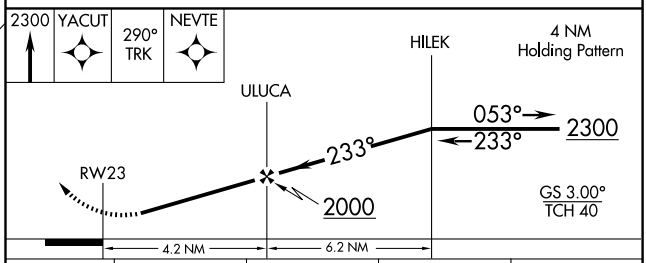
CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L



EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LPV DA	1031-1½ 408 (500-1½)			NA
LNAV/VNAV DA	1142-1¾ 519 (600-1¾)			NA
LNAV MDA	1200-1 577 (600-1)		1200-1½ 577 (600-1½)	NA
CIRCLING	1200-1 574 (600-1)		1200-1½ 574 (600-1½)	NA

REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L

APP CRS	Rwy Idg	3148
279°	TDZE	626
	Apt Elev	626

RNAV (GPS) RWY 28

WILLOUGHBY LOST NATION MUNI (LNN)

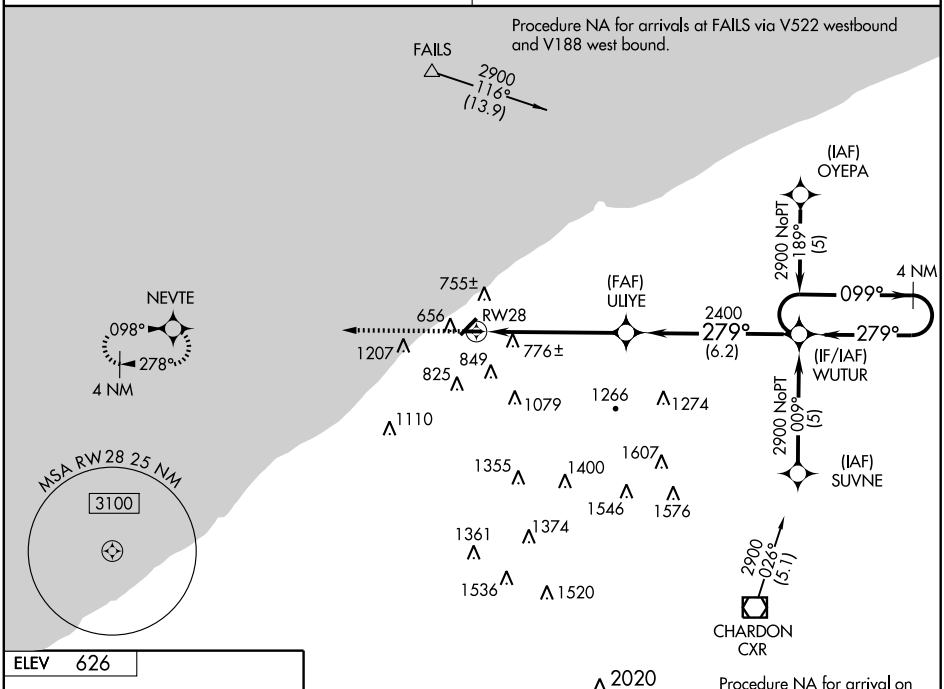
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 direct NEVTE and hold.

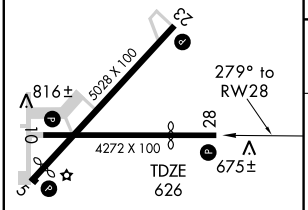
CLEVELAND APP CON	UNICOM
125.35 354.025	122.725 (CTAF) L

Procedure NA for arrivals at FAILS via V522 westbound and V188 west bound.

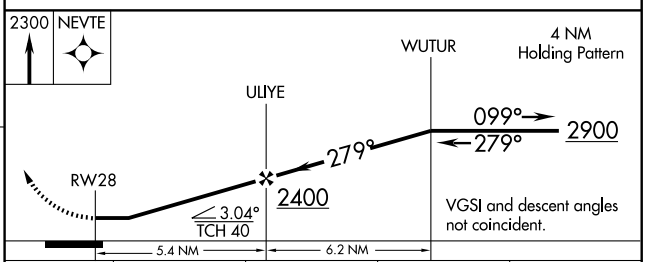


Procedure NA for arrival on CXR VOR/DME airway radials 325 CW 079.

ELEV 626



REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	634 (700-1)	1260-1¾ 634 (700-1¾)	NA
CIRCLING	1260-1	634 (700-1)	1260-1¾ 634 (700-1¾)	NA

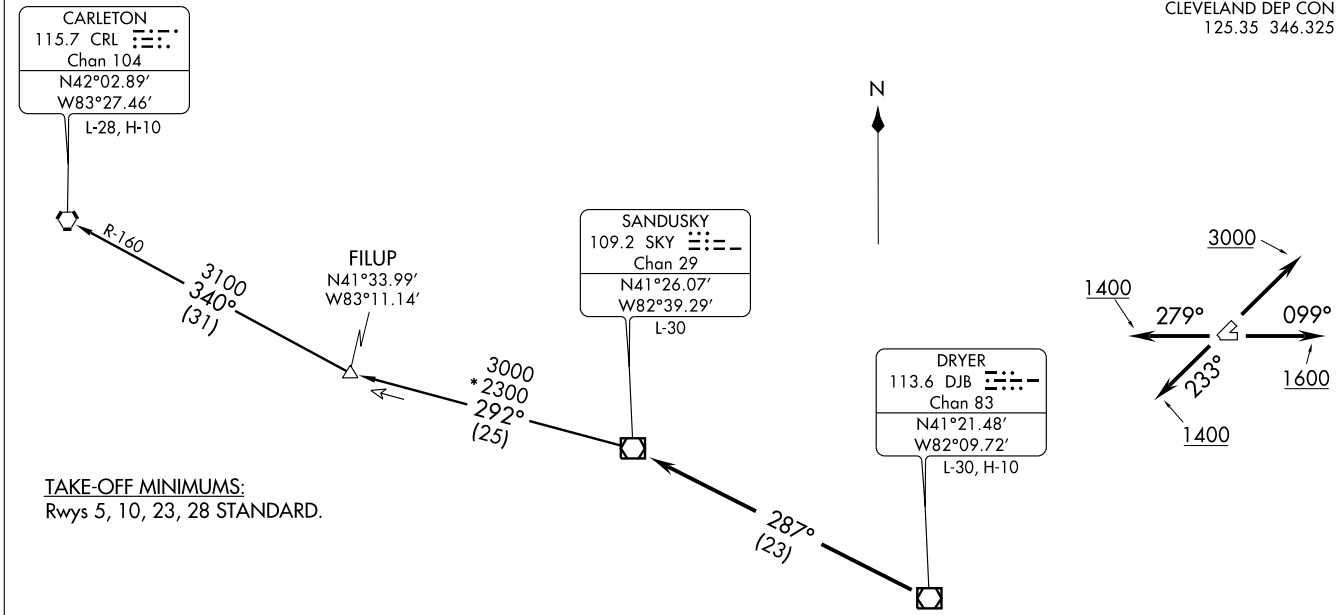
EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

SANDUSKY TWO DEPARTURE

(SKY2.SKY) 09183

WILLOUGHBY LOST NATION MUNI (LNN)

WILLOUGHBY, OHIO



TAKE-OFF MINIMUMS:
Rwys 5, 10, 23, 28 STANDARD.

TAKE-OFF OBSTACLES:
Rwy 5: Tree 1453′ from DER, 725′ right of centerline, 100′ AGL/724′ MSL.
Bldg 509′ from DER, 429′ right of centerline, 20′ AGL/644′ MSL.
Rwy 10: Pole 663′ from DER, 64′ right of centerline, 52′ AGL/675′ MSL.
Rwy 23: Tree 634′ from DER, 561′ right of centerline, 100′ AGL/724′ MSL.
Stacks 1.8 NM from DER, 1 NM right of centerline, 600′ AGL/1207′ MSL.
Rwy 28: Tree 1336′ from DER, 699′ left of centerline, 100′ AGL/724′ MSL.
Bldg 1101′ from DER, 337′ right of centerline, 35′ AGL/661′ MSL.
Stacks 2.1 NM from DER, 4444′ left of centerline, 600′ AGL/1207′ MSL.

NOTE: RADAR required
NOTE: Turboprop aircraft only

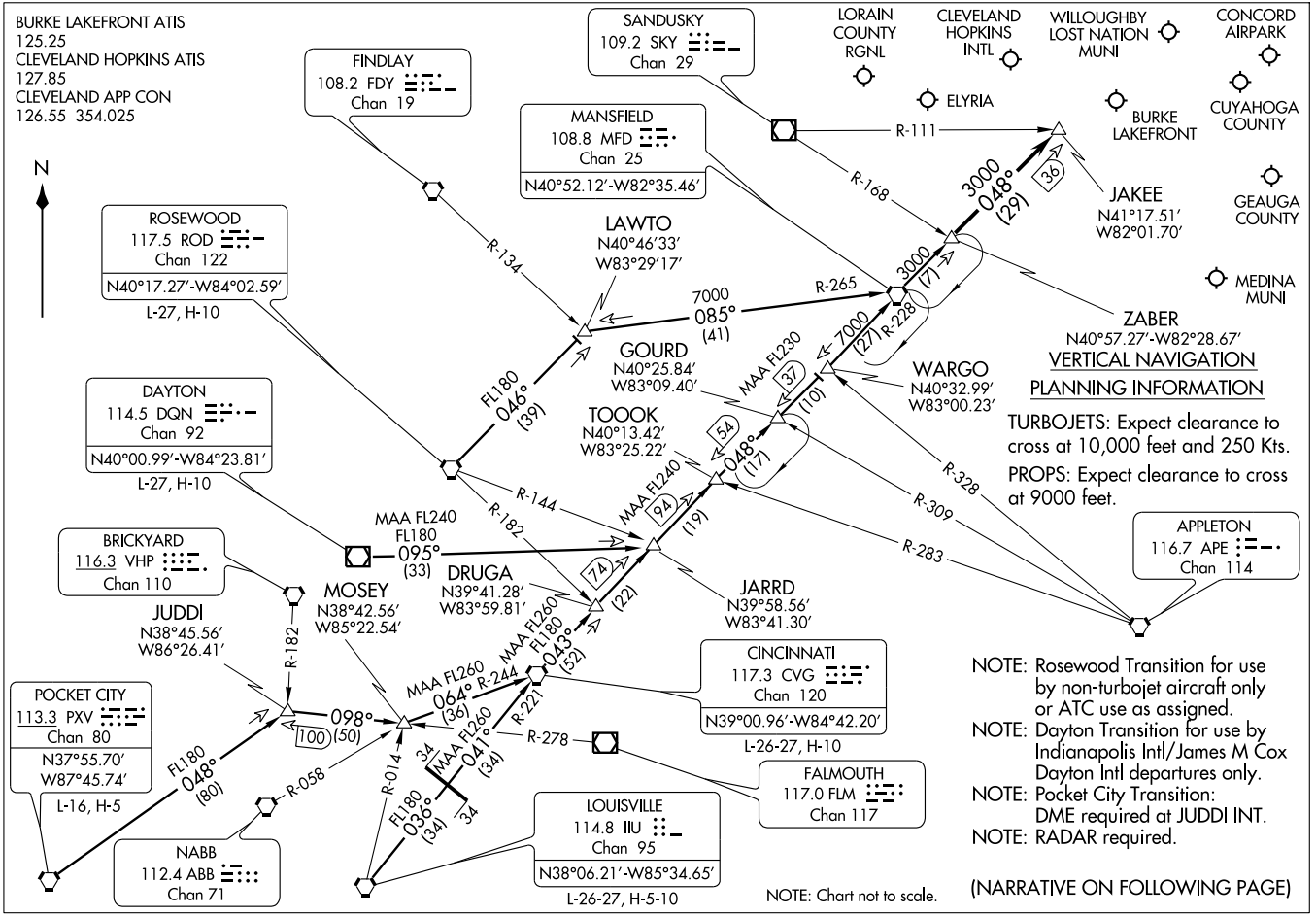
NOTE: Chart not to scale.

SANDUSKY TWO DEPARTURE
(SKY2.SKY) 09183
WILLOUGHBY LOST NATION MUNI (LNN)
WILLOUGHBY, OHIO

SL-753 (FAA)

ZABER ONE ARRIVAL

(ZABER.ZABER1) 07354



ST-84 (FAA)

CLEVELAND, OHIO

ZABER ONE ARRIVAL
(ZABER.ZABER1) 07354
CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER1): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

DAYTON TRANSITION (DQN.ZABER1): (For use by INDIANAPOLIS INTL/JAMES M COX DAYTON INTL departures only). From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

LOUISVILLE TRANSITION (IIU.ZABER1): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

POCKET CITY TRANSITION (PXV.ZABER1): (DME REQUIRED at JUDDI INT) From over PXV VORTAC via PXV R-048 to JUDDI INT, then via FLM R-278 to MOSEY INT, then via CVG R-244 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.ZABER1): (For use by non-turbo aircraft only or ATC use as assigned). From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence. . . .

. . . . From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 21 OCT 2010 to 18 NOV 2010

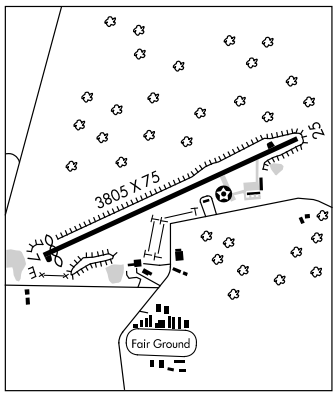
CLINTON FLD (I66) 4 NW UTC−5(−4DT) N39°30.15′ W83°51.80′ **CINCINNATI**
1033 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **L–27E**
RWY 03–21: H3579X65 (ASPH) S–12.5 MIRL 0.3% up NE **IAP**
RWY 03: PAPI(P2L)—GA 3.0° TCH 20′. Trees. **RWY 21:** PAPI(P2L)—GA 3.75° TCH 20′. Trees.
AIRPORT REMARKS: Attended May–Sep 1300–0100Z‡, Oct–Apr 1300–2200Z‡. Fuel Jet A unavbl indef. FBO closed Thanksgiving; Christmas and Easter. After hrs call 937–725–2782. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (937) 382–1376.
COMMUNICATIONS: **CTAF/UNICOM** 123.0
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 331° 5.2 NM to fld 1050/4W.

HOLLISTER FLD (2B6) 5 E UTC−5(−4DT) N39°26.25′ W83°42.50′ **CINCINNATI**
1090 NOTAM FILE DAY
RWY 05–23: 3203X80 (TURF)
RWY 05: Thld dsplcd 92′. Crops. **RWY 23:** Thld dsplcd 565′. P–Line.
RWY 13–31: 2670X80 (TURF)
RWY 13: Thld dsplcd 250′. Fence. **RWY 31:** Thld dsplcd 732′. Fence.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 13–31 CLOSED indef. CAUTION—pheasants released N side of rwy for hunting Sep–Apr. Model acft radio–control area S of Rwy 23. Call for rwy conditions prior to ldg from Nov–Apr. Rwy 05–23 dspld thlds marked with white tires. Rwy 13–31 dsplcd thlds marked with white tires.
COMMUNICATIONS: **CTAF** 122.9

WOOD CO (See BOWLING GREEN)

WOODSFIELD

MONROE CO (4G5) 1 N UTC−5(−4DT) N39°46.74′ W81°06.17′ **CINCINNATI**
1197 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–29B**
RWY 07–25: H3805X75 (ASPH) S–18 MIRL **IAP**
RWY 07: Thld dsplcd 173′. Trees. **RWY 25:** REIL. Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–472–1882. ACTIVATE MIRL Rwy 07–25; rotating bcn and REIL Rwy 25—CTAF.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 230° 19.4 NM to fld. 1290/7W.



WOOSTER

WAYNE CO (BJJ) 6 NE UTC−5(−4DT) N40°52.49′ W81°53.30′ **DETROIT**
1136 B S4 **FUEL** 100LL, JET A1+ OX 4 NOTAM FILE BJJ **H–10G, L–29B**
RWY 10–28: H5191X100 (ASPH) S–30 HIRL 0.5% up E **IAP**
RWY 10: REIL. Trees. **RWY 28:** REIL. VASI(V4R)—GA 3.0° TCH 33′. Thld dsplcd 218′. Road.
AIRPORT REMARKS: Attended Nov–Apr 1300–2200Z‡, May–Oct Mon–Fri 1200–0000Z‡, May–Oct Sat–Sun 1400–0000Z‡, Rwy 28 VASI unusable byd 8° left of centerline. HIRL Rwy 10–28 preset low ints dusk–dawn; to increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 118.075 (330) 669–9105.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z†) **CLNC DEL** 121.75
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 295° 22.3 NM to fld. 1230/4W.

APP CRS	Rwy Idg	3579
033°	TDZE	1033
	Apt Elev	1033

RNAV (GPS) RWY 3

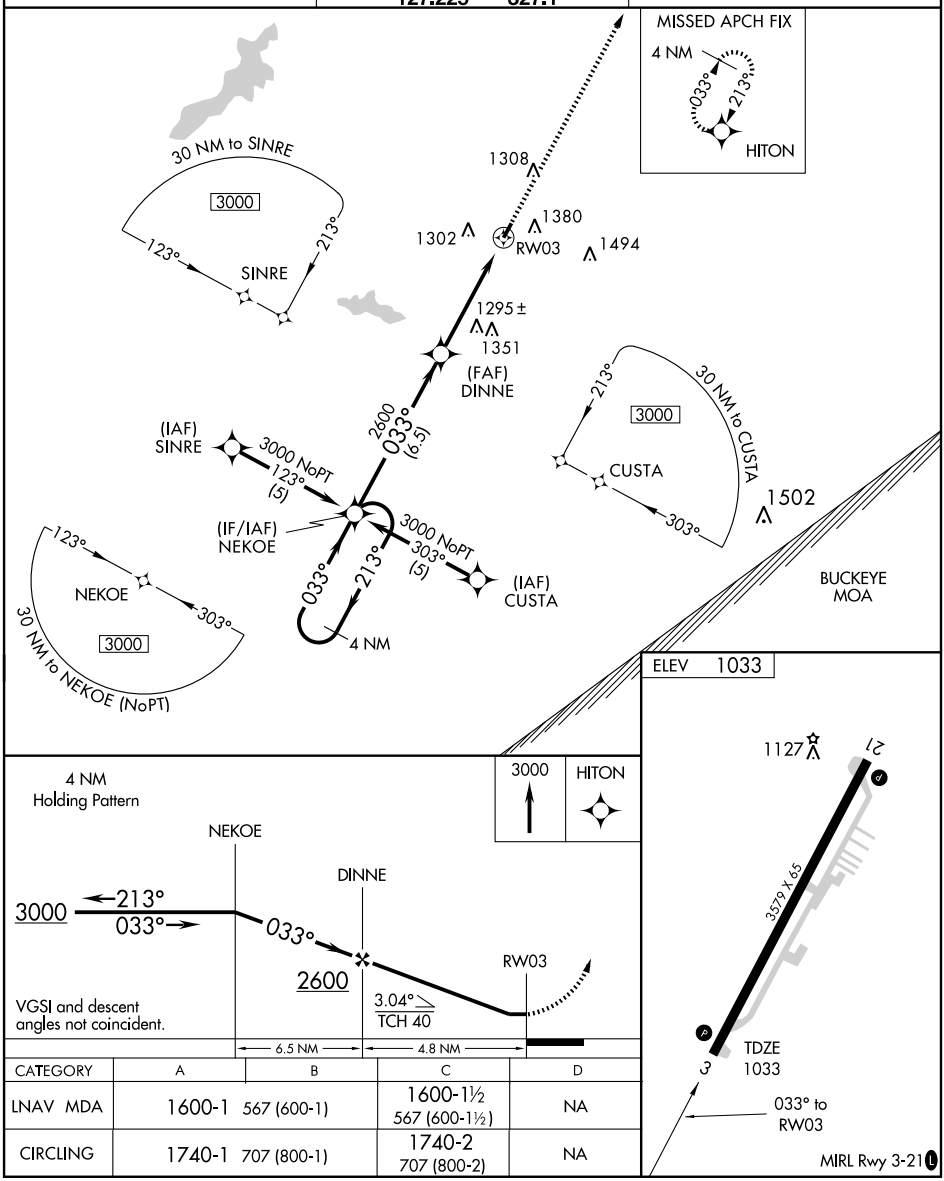
WILMINGTON/CLINTON FIELD (I66)

If local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 3000 direct HITON and hold.

AWOS-3	DAYTON APP CON		UNICOM
124.175	118.85	126.5	123.0 (CTAF) L
	127.225	327.1	



CATEGORY	A	B	C	D
LNAV MDA	1600-1 567 (600-1)		1600-1½ 567 (600-1½)	NA
CIRCLING	1740-1 707 (800-1)		1740-2 707 (800-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3579
CH 99608	213°	TDZE	1033
W21A		Apt Elev	1033

RNAV (GPS) RWY 21

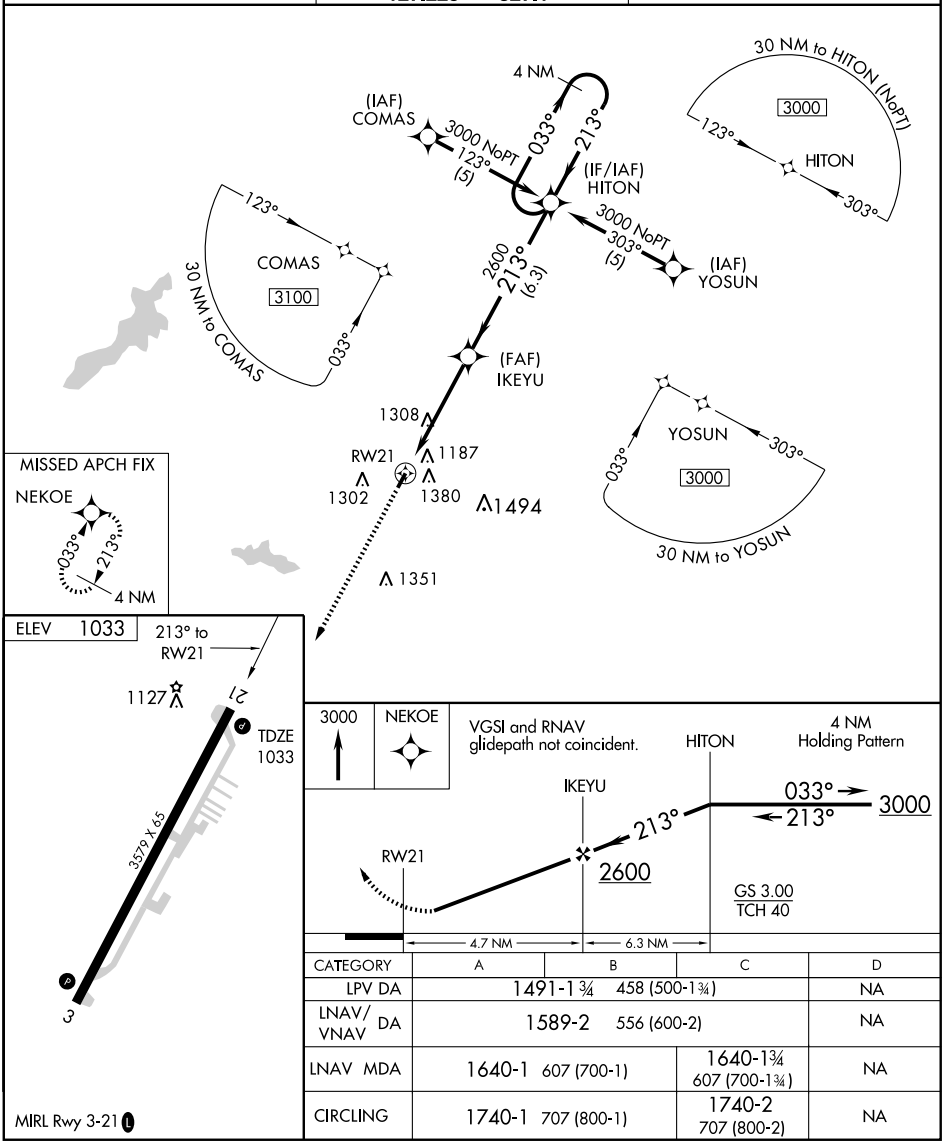
WILMINGTON/CLINTON FIELD (I66)

NA

Baro-VNAV NA when using Wilmington/Airborne Airpark altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all DA/MDA 20 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NEKOE and hold.

AWOS-3	DAYTON APP CON		UNICOM
124.175	118.85	126.5	123.0 (CTAF) L
	127.225	327.1	



CATEGORY	A	B	C	D
LPV DA	1491-1¾ 458 (500-1¾)			NA
LNAV/VNAV DA	1589-2 556 (600-2)			NA
LNAV MDA	1640-1 607 (700-1)		1640-1¾ 607 (700-1¾)	NA
CIRCLING	1740-1 707 (800-1)		1740-2 707 (800-2)	NA

MIRL Rwy 3-21 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MXQ	APP CRS	Rwy Idg	N/A
112.9	331°	TDZE	N/A
Chan 76		Apt Elev	1033

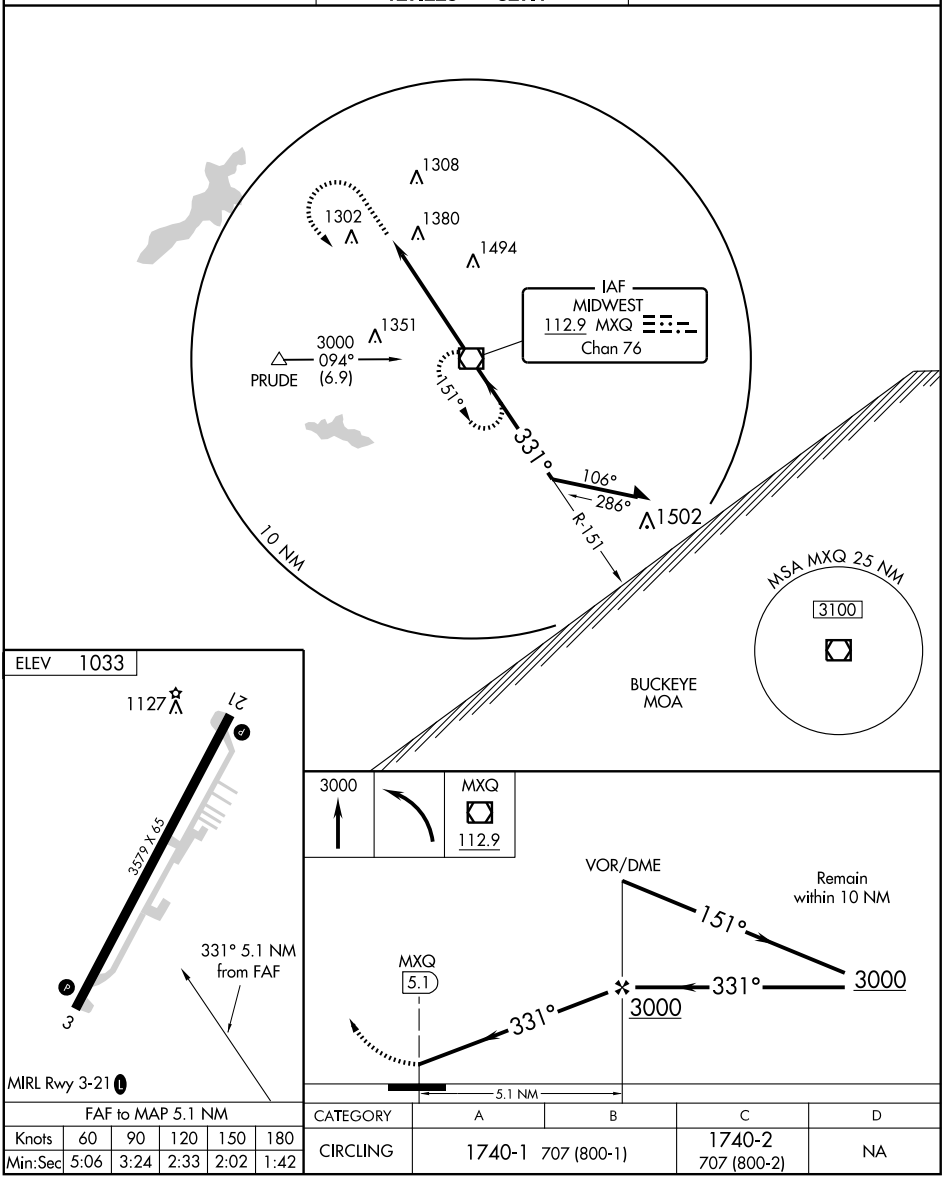
VOR-A

WILMINGTON/CLINTON FIELD (I66)

NA — If local altimeter setting not received, use Wilmington/Airborne Airpark altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 then left turn direct MXQ VOR/DME and hold.

AWOS-3	DAYTON APP CON		UNICOM
124.175	118.85	126.5	123.0 (CTAF) L
	127.225	327.1	



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

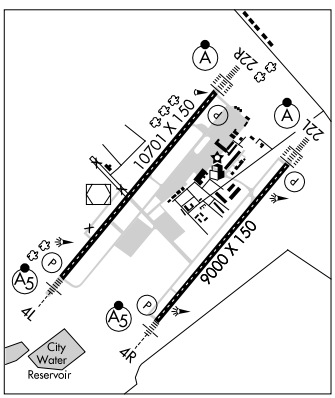
CATEGORY	A	B	C	D
CIRCLING	1740-1	707 (800-1)	1740-2	NA
			707 (800-2)	

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WILLOUGHBY LOST NATION MUNI (LNN) 3 N UTC−5(−4DT) N41°41.04′ W81°23.39′ **DETROIT**
626 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE **H–10G, L–30G**
RWY 05–23: H5028X100 (ASPH) S–68, D–80, 2D–124 MIRL **IAP**
RWY 05: REIL. PAPI(P4R). Thld dsplcd 428′. Pole. **RWY 23:** REIL. PAPI(P4L). Trees.
RWY 10–28: H4272X100 (ASPH) S–68, D–80, 2D–124 MIRL
RWY 10: REIL. PAPI(P2L). Trees. **RWY 28:** REIL. PAPI(P2L). Thld dsplcd 1124′. Poles.
AIRPORT REMARKS: Attended 1200–0200Z‡. For arpt attendance or fuel svs after hrs call 440–942–7092 from 0400–1100Z‡ for prior arrangements. Multiple practice ldg and tkf prohibited Mon–Fri 0400–1300Z‡; Sat–Sun and holidays 0400–1400Z‡. Deer and Birds on and invof arpt. Rwy 05 REIL OTS indef. Rwy 23 PAPI OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and Rwy 10–28; REIL Rwys 05; Rwy 23; Rwy 10 and Rwy 28; and PAPI Rwys 05; Rwy 23; Rwy 10 and Rwy 28—CTAF. Ldg fee for all commercial acft by weight; multi–engine and larger.
COMMUNICATIONS: CTAF/UNICOM 122.725
Ⓡ **CLEVELAND APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
CHARDON (H) VOR/DME 112.7 CXR Chan 74 N41°31.02′ W81°09.79′ 320° 14.3 NM to fld. 1310/5W.
LAKELAND NDB (MHW) 263 LQL N41°40.94′ W81°22.74′ at fld. NDB unmonitored.
COMM/NAV/WEATHER REMARKS: UNICOM freq unmonitored May–Sep (0300–1200Z‡); Oct–Apr (0200–1200Z‡). For IFR clearance ctc Cleveland apch control at 216–898–2040.

WILMINGTON

AIRBORNE AIRPARK (ILN) 2 SE UTC−5(−4DT) N39°25.68′ W83°47.53′ **CINCINNATI**
1077 B S4 **FUEL** JET A OX 1, 2 Class IV, ARFF Index A NOTAM FILE ILN **H–10G, L–27E**
RWY 04L–22R: H10701X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–390, 2D/2D2–750 HIRL CL **IAP**
RWY 04L: MALSR. PAPI(P4L)—GA 3.0° TCH 62′.
RWY 22R: ALSF–2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′.
0.4% down.
RWY 04R–22L: H9000X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–390, 2D/2D2–750 HIRL CL
RWY 04R: MALSR. PAPI(P4L)—GA 3.0° TCH 71′. 0.3% up.
RWY 22L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. 0.4% down.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 04L: TORA–10701 TODA–10701 ASDA–10701 LDA–10701
RWY 04R: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 22L: TORA–9000 TODA–9000 ASDA–9000 LDA–9000
RWY 22R: TORA–10701 TODA–10701 ASDA–10701 LDA–10701
AIRPORT REMARKS: Attended Mon–Fri 1300–2200Z‡. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call arpt manager 937–366–2282. Rwy 04L–22R has 1000′ paved area on SW end and 200′ paved area on NE end. Rwy 04R–22L has 200′ paved area on each end. For HIRL Rwy 04L–22R and Rwy 04R–22L when twr clsd contact ops on 119.47. Rwy 04R touchdown, midpoint and rollout RVR avbl. Rwy 22L touchdown, midpoint and rollout RVR avbl. Four hrs PPR for all transient acft call arpt manager 937–366–2282 during operating hrs. After hrs call flight control 937–366–2441. Ldg fee. U.S. Customs user fee arpt.
WEATHER DATA SOURCES: ASOS (937) 383–7334.
COMMUNICATIONS: CTAF 119.475 **ATIS** 124.925
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
WILMINGTON TOWER 119.475, 125.6 (04R–22L in instrument meteorological conditions) Mon 1200–Sat 2300Z‡, Sun 1100–2300Z‡.
GND CON 121.6 **CLNC DEL** 125.6
AIRSPACE: CLASS D svc Mon 1200Z‡–Sat 2300Z‡, Sun 1100–2300Z‡; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ILN.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ at fld. 1050/4W. Unmonitored when twr clsd.
AIRBO NDB (MHW/LOM) 407 IL N39°29.58′ W83°44.29′ 217° 4.6 NM to fld. Unmonitored Sat–Sun 2300–1100Z‡ and Sun 2300 til Mon 1200Z‡.
CUBLA NDB (MHW/LOM) 299 HW N39°21.21′ W83°52.55′ 045° 5.9 NM to fld.
ILS 110.7 I–HWM Rwy 04L. LOM CUBLA NDB. Unmonitored when twr clsd. LOC unusable byd 15° left or right of course.
ILS/DME 109.35 I–IYV Chan 30(Y) Rwy 04R. Class IT. Unmonitored when twr clsd.
ILS 110.7 I–ILN Rwy 22R. Class IIIE. LOM AIRBO NDB. Unmonitored when twr clsd.
ILS/DME 109.35 I–RHX Chan 30(Y) Rwy 22L. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not avbl at twr.

LOC I-HWM	APP CRS	Rwy Idg	10701
110.7	041°	TDZE	1057
		Apt Elev	1077

ILS or LOC RWY 4L

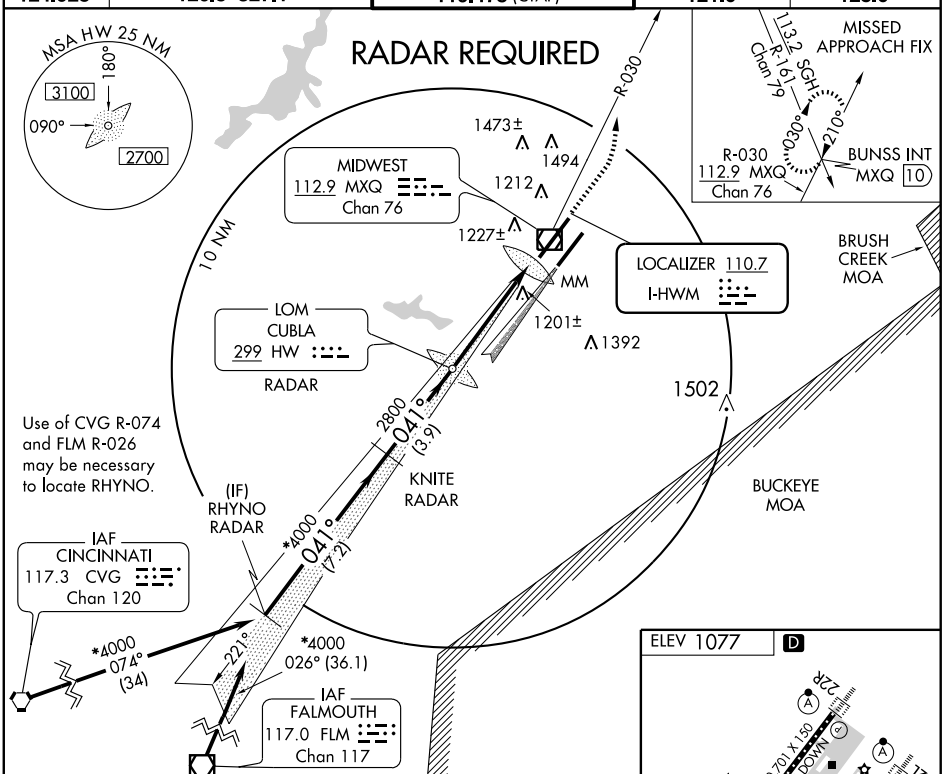
WILMINGTON/ AIRBORNE AIRPARK (ILN)

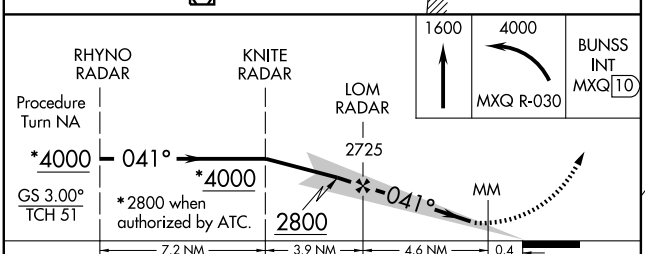
Simultaneous approach authorized with Rwy 4R. #RVR 1800 authorized with use of FD or AP or HUD to DA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet, increase S-LOC 4L Cat C/D visibility to RVR 5000. For inoperative MALSR when using James M. Cox Dayton Intl altimeter setting increase S-ILS 4L all Cats visibility to RVR 5000. Radar required.

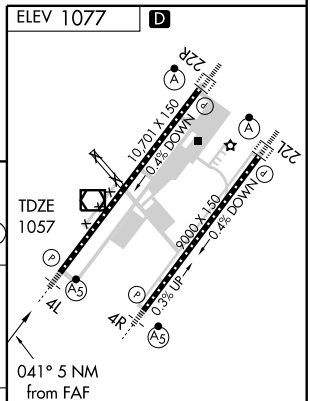
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 via MXQ VOR/DME R-030 to BUNSS INT/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-ILS 4L	#1257/24 200 (200-½)			
S-LOC 4L	1460/24 403 (400-½)		1460/40 403 (400-¾)	
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-IYV	APP CRS	Rwy Idg 9000
109.35	041°	TDZE 1046
Chan 30 (Y)		Apt Elev 1077

ILS or LOC RWY 4R

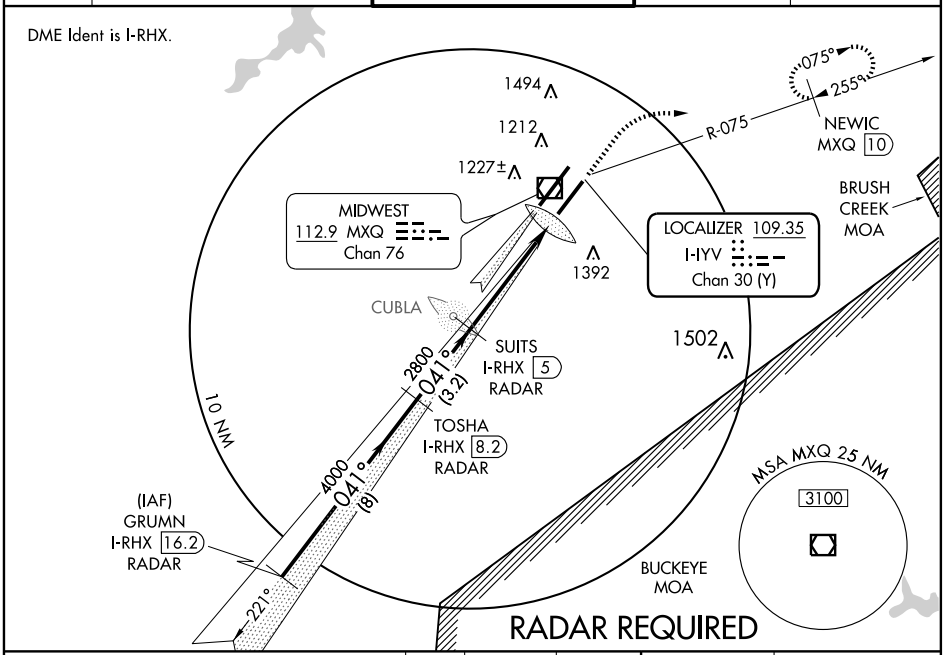
WILMINGTON/AIRBORNE AIRPARK (ILN)

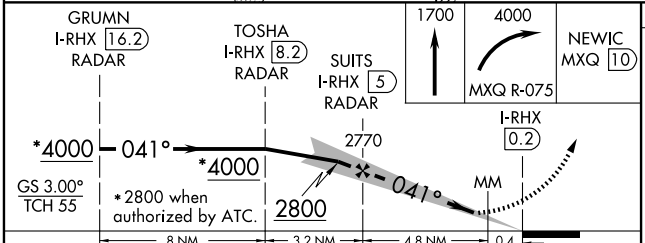
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain approach lights and rwy lights on CTAF. Simultanous approach authorized with Rwy 4L.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

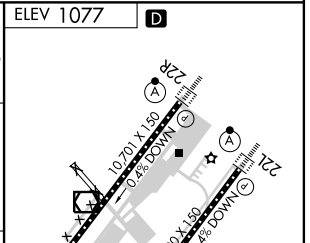
MALSR

MISSED APPROACH: Climb to 1700, then climbing right turn to 4000 via MXQ R-075 to NEWIC/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-ILS 4R	**1246/24 200 (200-½)			
S-LOC 4R	1460/24 414 (400-½)		1460/40 414 (400-¾)	
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-ILS 4R	1336-½ 290 (300-½)			
S-LOC 4R	1560-½ 514 (500-½)		1560-1 514 (500-1)	1560-1¼ 514 (500-1¼)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ILN	APP CRS	Rwy Idg	10701
110.7	221°	TDZE	1077
		Apt Elev	1077

ILS or LOC RWY 22R

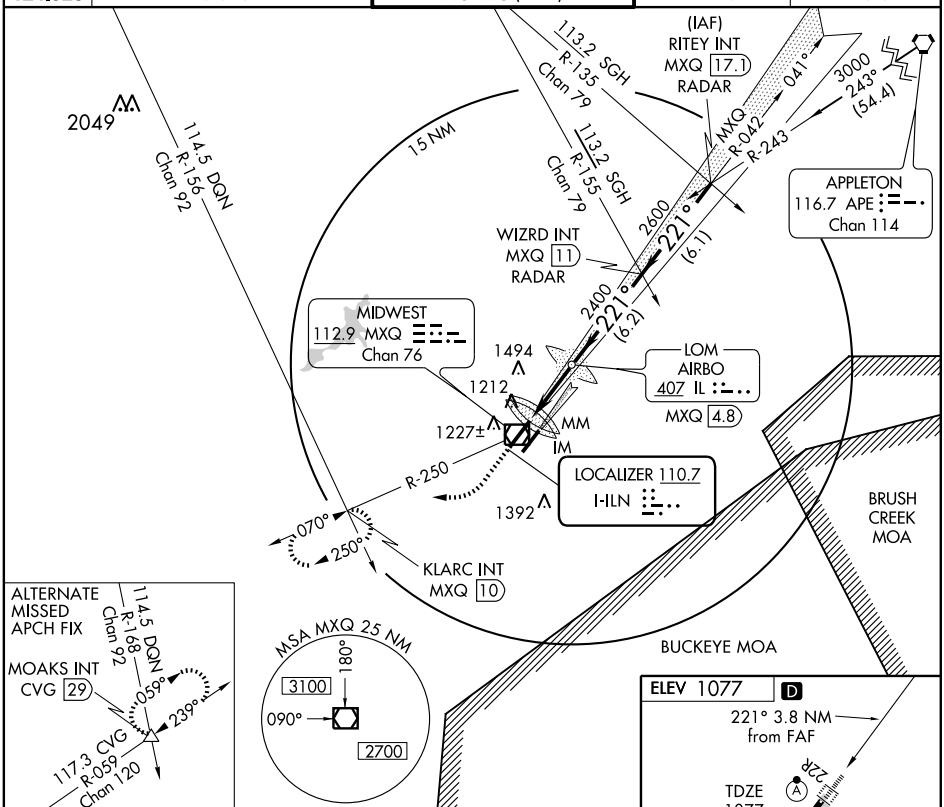
WILMINGTON/AIRBORNE AIRPARK (ILN)

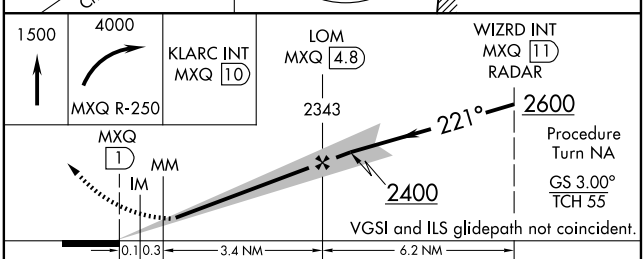
Simultaneous approaches authorized with ILS RWY 22L. DME from MXQ VOR/DME

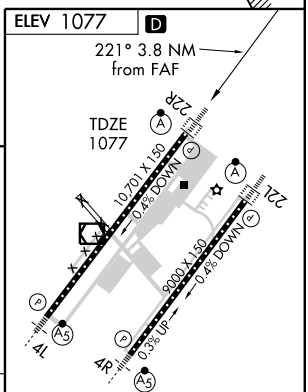
ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-ILS 22R	1277/18 200 (200-½)			
S-LOC 22R	1400/24 323 (400-½)			1400/40 323 (400-¾)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1640-2 563 (600-2)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RHX	APP CRS	Rwy Idg 9000
109.35	221°	TDZE 1077
Chan 30 (Y)		Apt Elev 1077

ILS RWY 22L (CAT II)

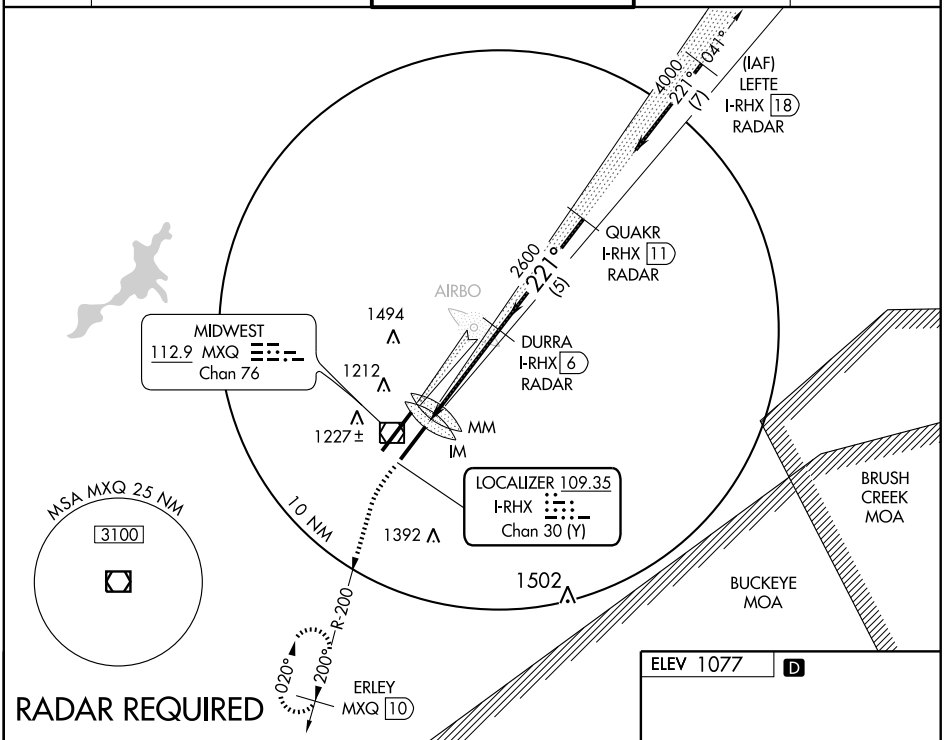
WILMINGTON/AIRBORNE AIRPARK (ILN)

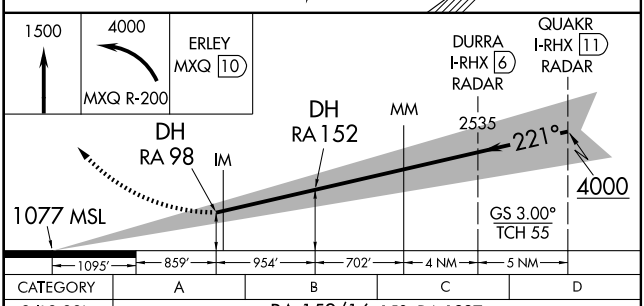
Obtain approach lights and rwy lights on CTAF.
Simultaneous approaches authorized with Rwy 22R.

ALSF2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.

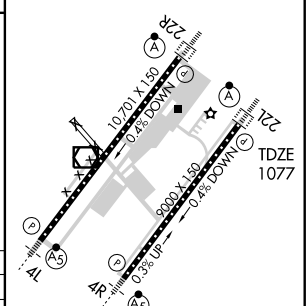
ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





CATEGORY	A	B	C	D
S-ILS 22L	RA 152/16 150 DA 1227			
S-ILS 22L	RA 98/12 100 DA 1177			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RHX	APP CRS	Rwy Idg 9000
109.35	221°	TDZE 1077
Chan 30 (Y)		Apt Elev 1077

ILS RWY 22L

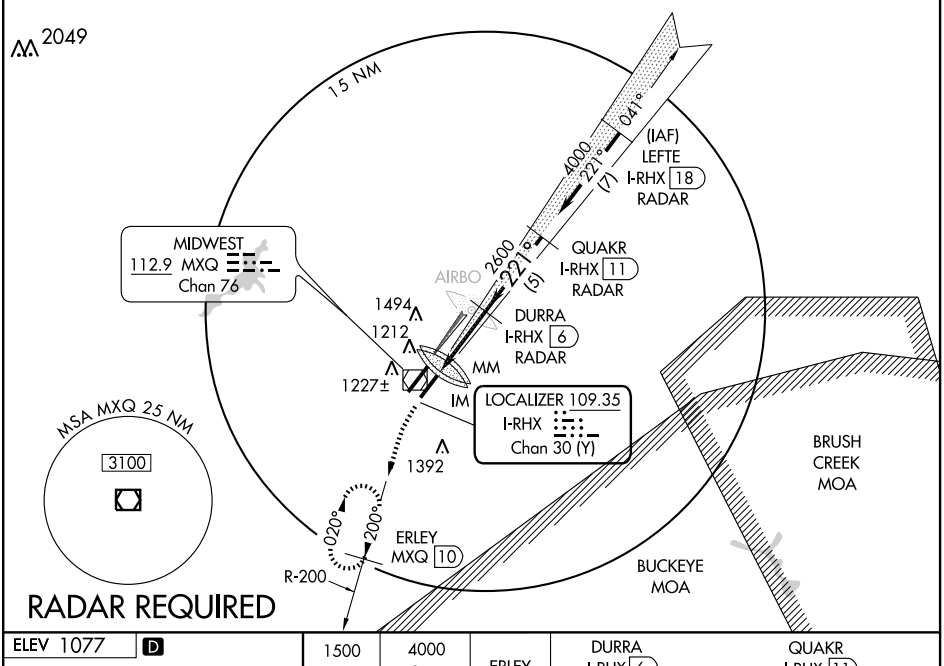
WILMINGTON/AIRBORNE AIRPARK (ILN)

Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain approach lights and rwy lights on CTAF. Simultaneous approaches authorized with Rwy 22R.

ALSF2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.

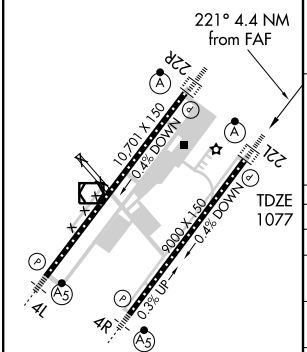
ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



EC-2, 21 OCT 2010 to 18 NOV 2010

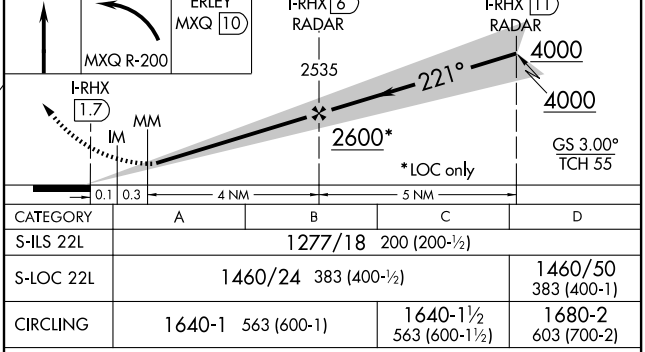
EC-2, 21 OCT 2010 to 18 NOV 2010

ELEV 1077 D



TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 22L	1277/18 200 (200-½)			
S-LOC 22L	1460/24 383 (400-½)			1460/50 383 (400-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-ILS 22L	1367-½ 290 (300-½)			
S-LOC 22L	1540-½ 463 (500-½)		1540-¾ 463 (500-¾)	1540-1 463 (500-1)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

LOC I-ILN	APP CRS	Rwy Idg	10701
110.7	221°	TDZE	1077
		Apt Elev	1077

ILS RWY 22R (CAT II)

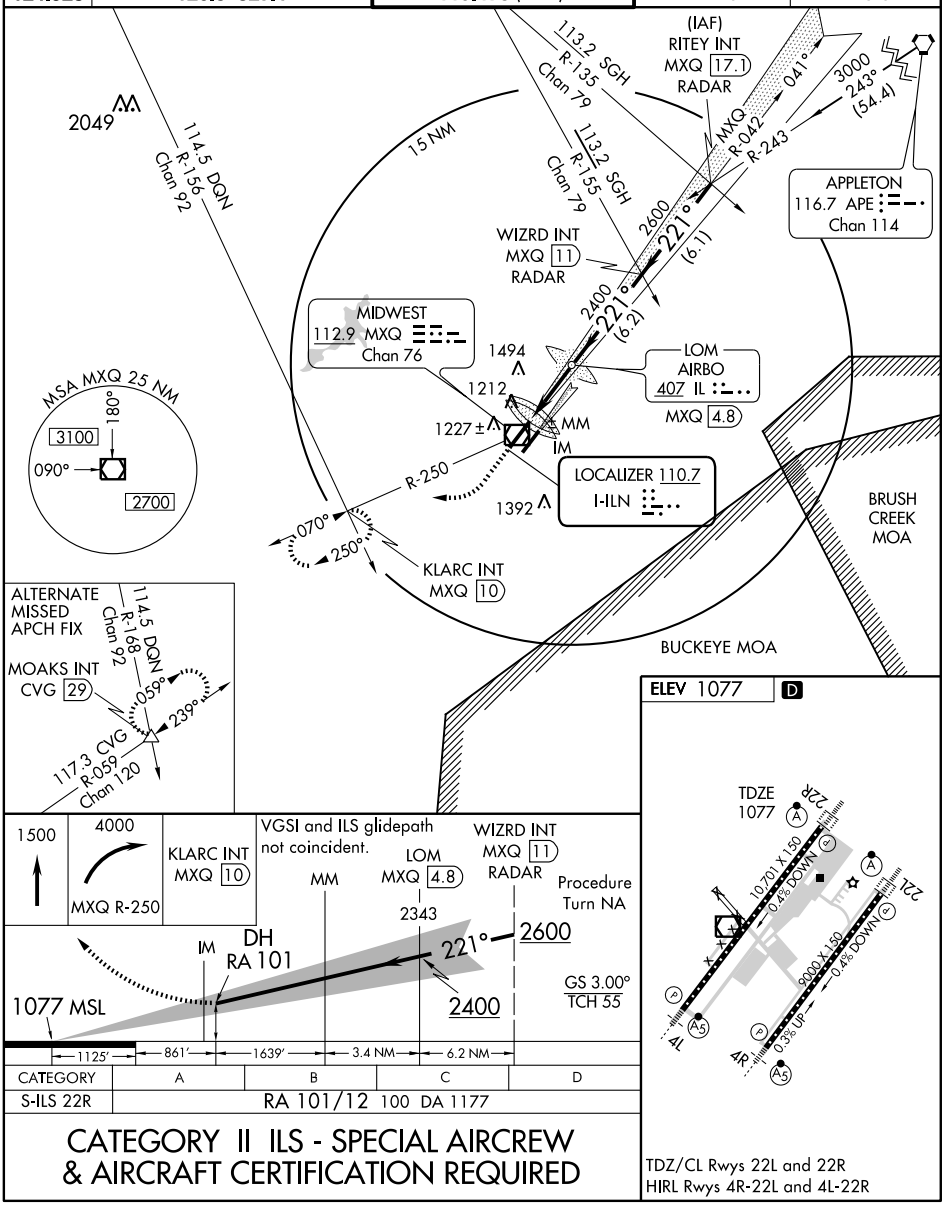
WILMINGTON/AIRBORNE AIRPARK (ILN)

Simultaneous approaches authorized with ILS RWY 22L. DME from MXQ VOR/DME

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ILN	APP CRS	Rwy Idg	10701
110.7	221°	TDZE	1077
		Apt Elev	1077

ILS RWY 22R (CAT III)

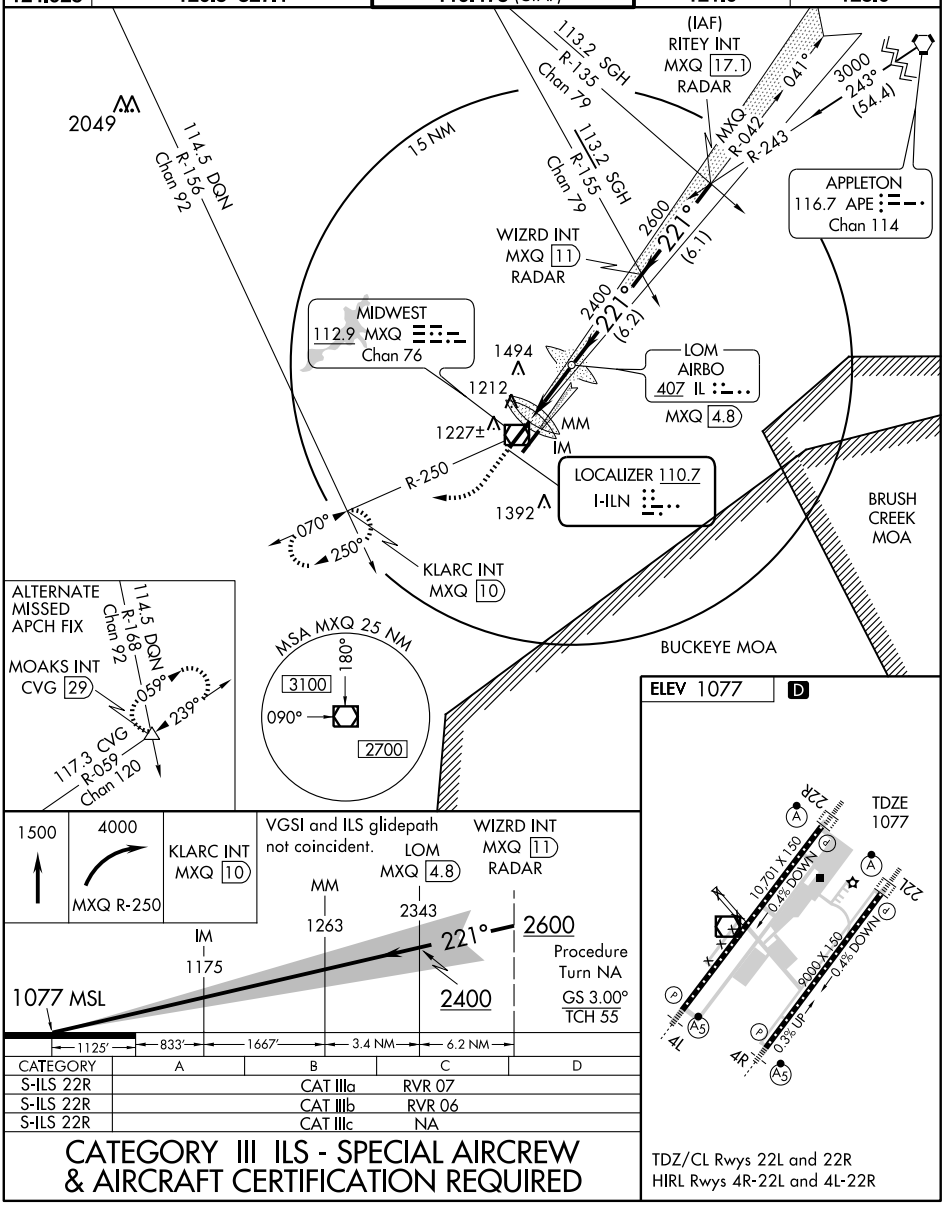
WILMINGTON/AIRBORNE AIRPARK (ILN)

Simultaneous approaches authorized with ILS RWY 22L. DME from MXQ VOR/DME

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



CATEGORY	A	B	C	D
S-ILS 22R		CAT IIIa	RVR 07	
S-ILS 22R		CAT IIIb	RVR 06	
S-ILS 22R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM HW	APP CRS	Rwy Idg	10701
299	042°	TDZE	1057
		Apt Elev	1077

NDB RWY 4L

WILMINGTON/ AIRBORNE AIRPARK (ILN)

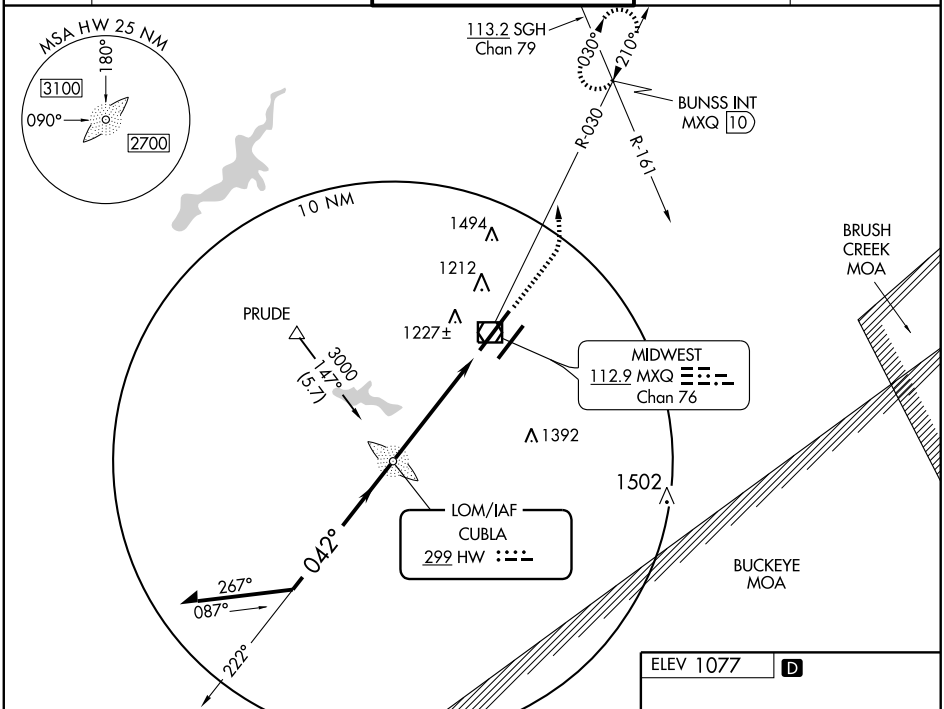
▼ NA

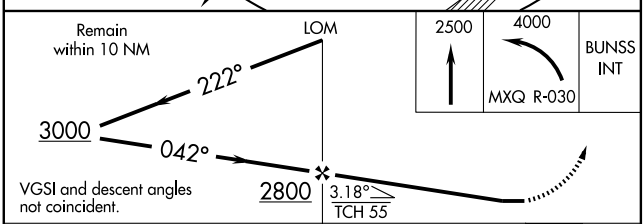
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

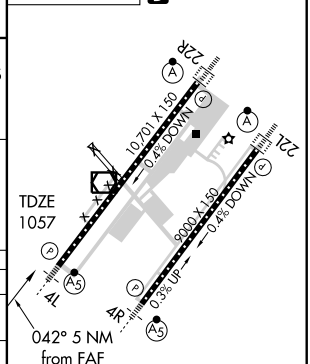
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 via MXQ R-030 to BUNSS Int/10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

CATEGORY	A	B	C	D
S-4L	1520/40 463 (500-¾)			1520/60 463 (500-1¼)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-4L	1600-¾ 543 (600-¾)		1600-1 543 (600-1)	1600-1½ 543 (600-1½)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

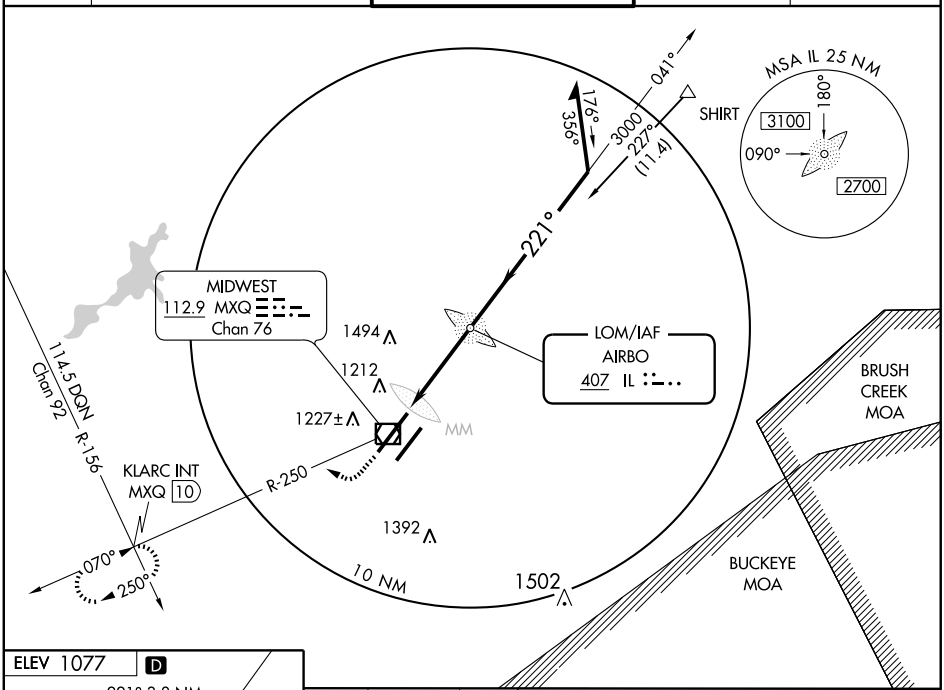
LOM	APP CRS	Rwy Idg	10701
IL 407	221°	TDZE	1077
		Apt Elev	1077

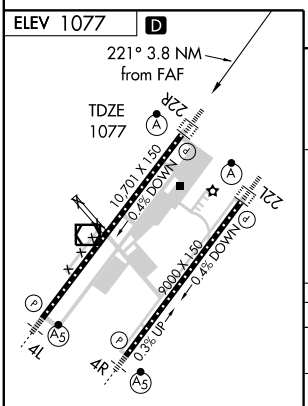
NDB RWY 22R

WILMINGTON/AIRBORNE AIRPARK (ILN)

▼ NA	Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.	ALSF-2	MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

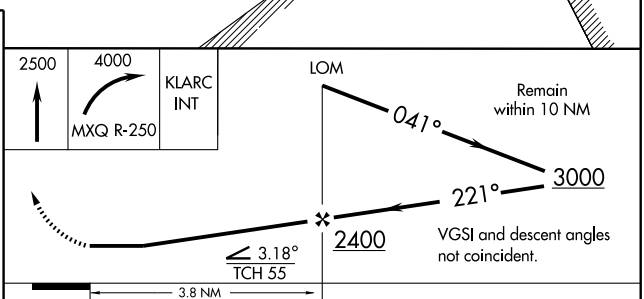
ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-22R	1580/40	503 (600-¾)	1580/50 503 (600-1)	1580/60 503 (600-1¼)
CIRCLING	1640-1	563 (600-1)	1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-22R	1660-¾	583 (600-¾)	1660-1 583 (600-1)	1660-1½ 583 (600-1½)
CIRCLING	1740-1	663 (700-1)	1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10701
CH 62914	041°	TDZE	1057
W04A		Apt Elev	1077

RNAV (GPS) RWY 4L

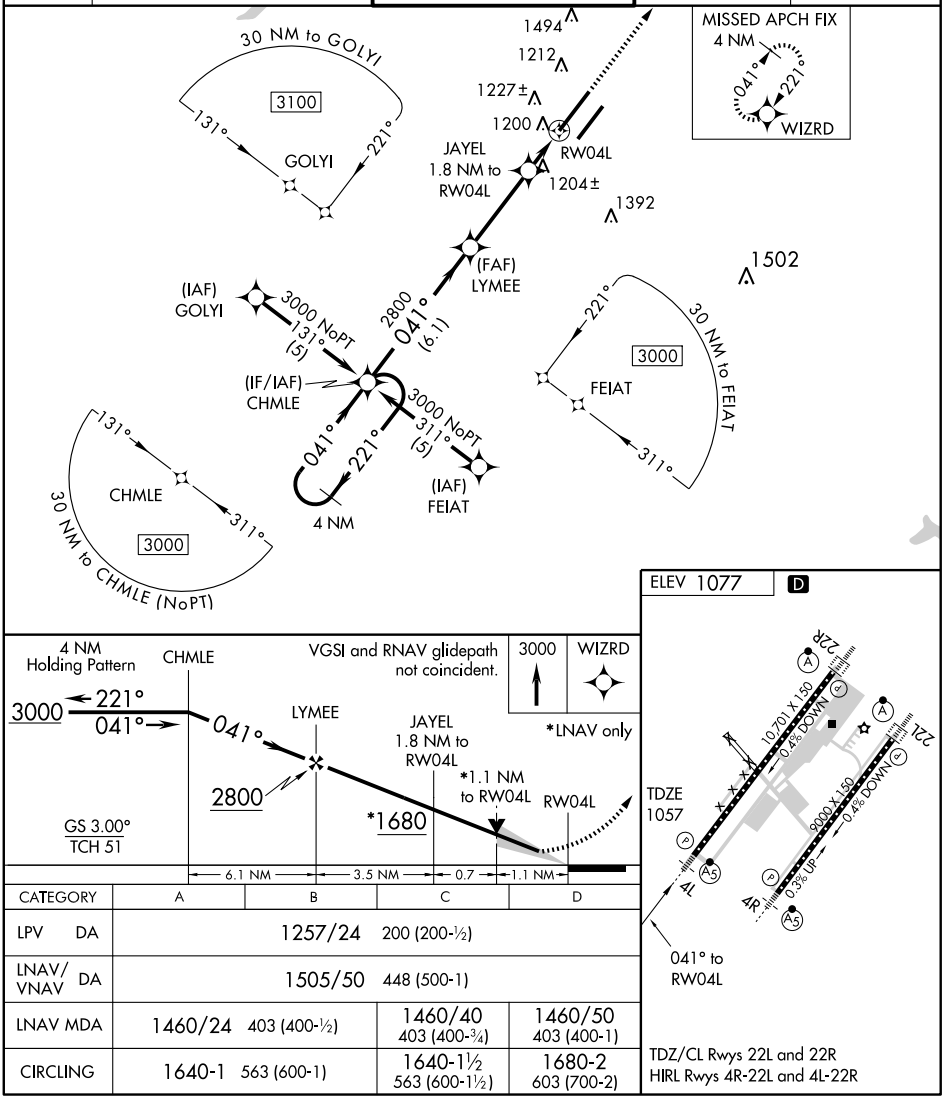
WILMINGTON/ AIRBORNE AIRPARK (ILN)

T For inoperative MALSR when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.When local altimeter not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct WIZRD and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6



CATEGORY	A	B	C	D
LPV DA	1257/24 200 (200-½)			
LNAV/ VNAV DA	1505/50 448 (500-1)			
LNAV MDA	1460/24 403 (400-½)		1460/40 403 (400-¾)	1460/50 403 (400-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	10701
CH 40214	221°	TDZE	1077
W22A		Apt Elev	1077

RNAV (GPS) RWY 22R

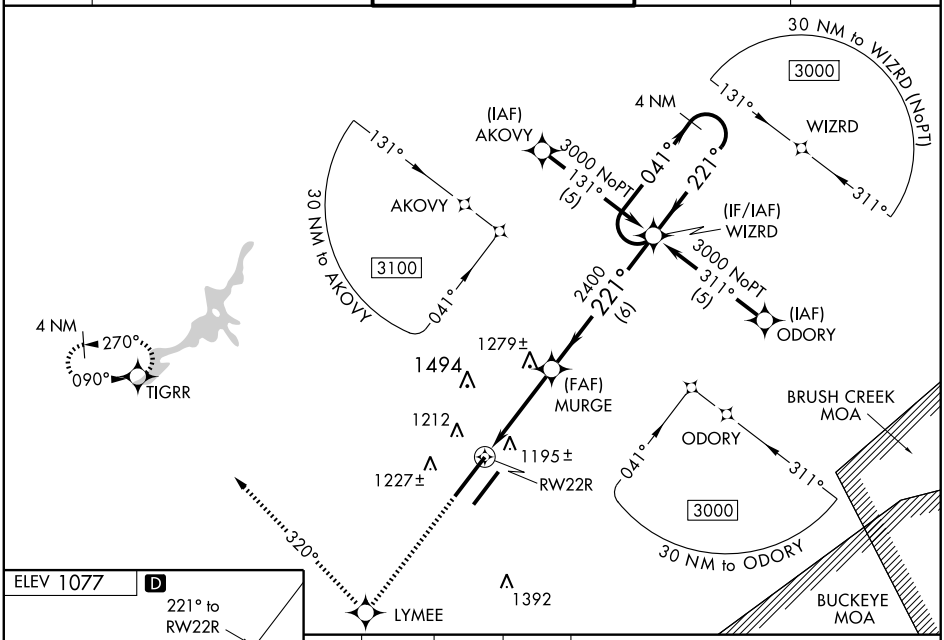
WILMINGTON/ AIRBORNE AIRPARK (ILN)

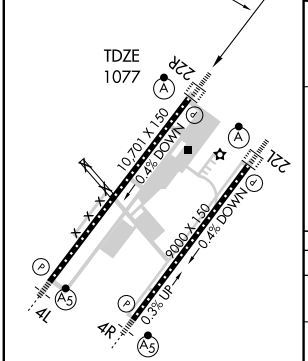
T For inoperative ALSF-2 when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting.

ALSF-2

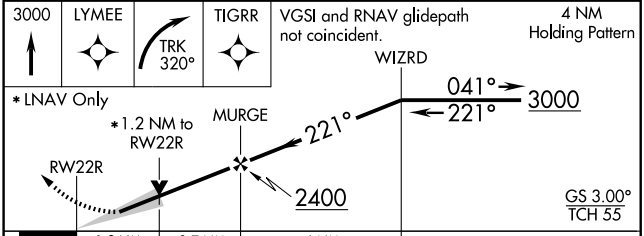
MISSED APPROACH: Climb to 3000 direct LYMEE and right turn via track 320° to TIGRR and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R



CATEGORY	A	B	C	D
LPV DA	1277/24 200 (200-½)			
LNAV/VNAV DA	1497/50 420 (500-1)			
LNAV MDA	1540/24 463 (500-½)		1540/40 463 (500-¾)	1540/50 463 (500-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MXQ	APP CRS	Rwy Idg	10701
112.9	225°	TDZE	1077
Chan 76		Apt Elev	1077

VOR/DME RWY 22R

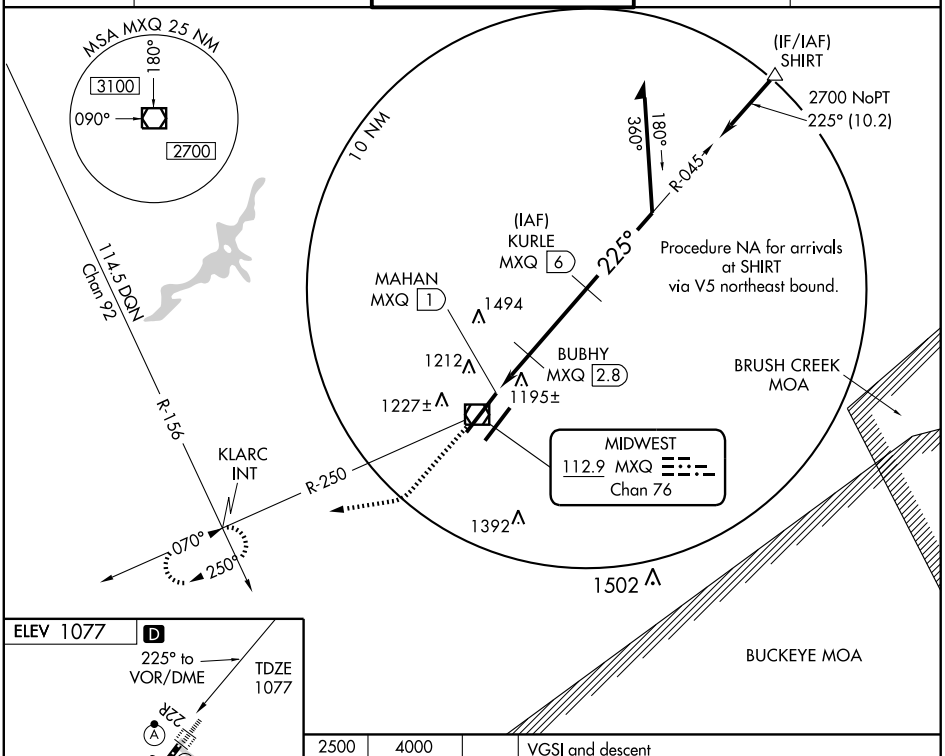
WILMINGTON/AIRBORNE AIRPARK (ILN)

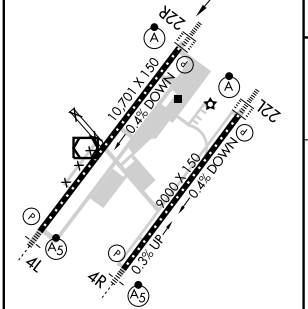
For inoperative ALSF-2, increase S-22R Cat D visibility to RVR 6000. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-22R Cat C and Circling Cat C/D visibility ¼ mile. VDP NA when using James M. Cox Dayton Intl altimeter setting.

ALSF-2

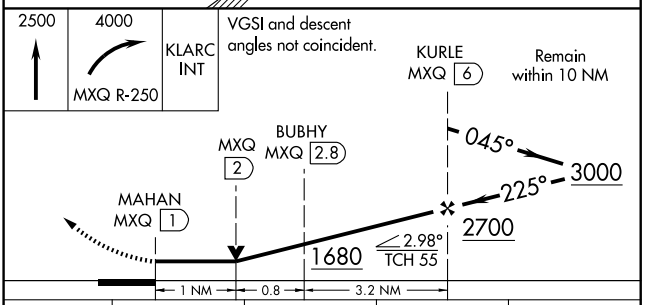
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ VOR/DME R-250 to KLARC INT and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6





TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R



CATEGORY	A	B	C	D
S-22R	1460/24 383 (400-½)			1460/50 383 (400-1)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MXQ	APP CRS	Rwy Idg	10701
112.9	039°	TDZE	1057
Chan 76		Apt Elev	1077

VOR or GPS RWY 4L

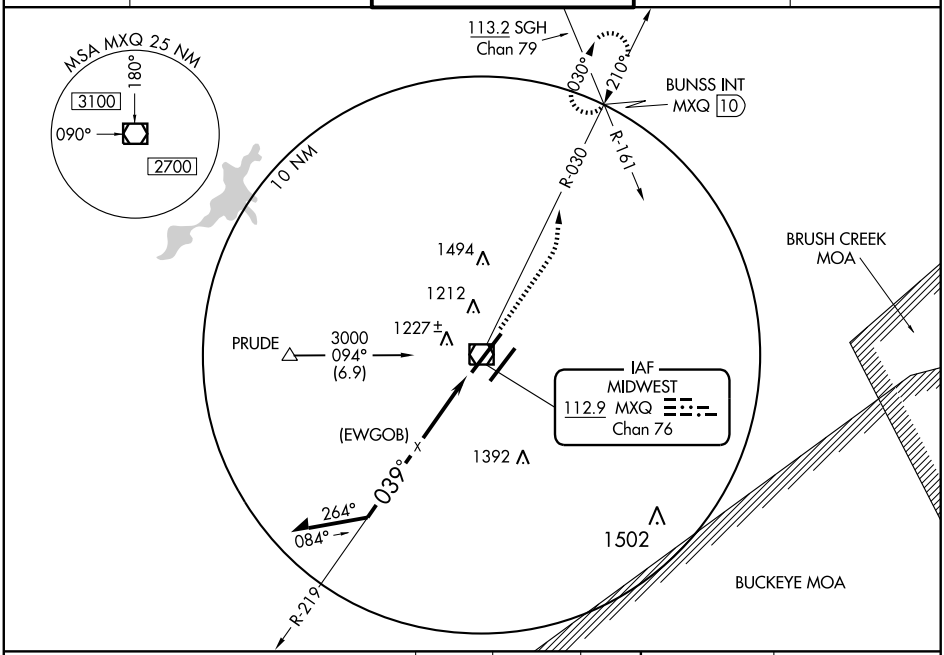
WILMINGTON/AIRBORNE AIRPARK (ILN)

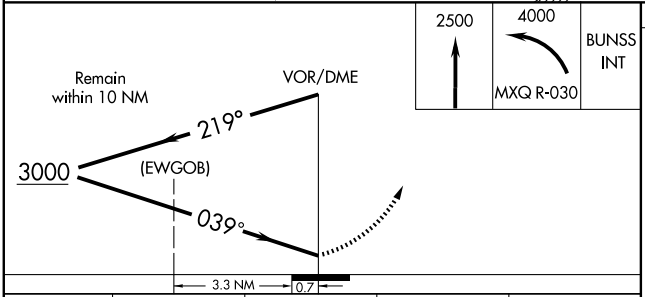
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

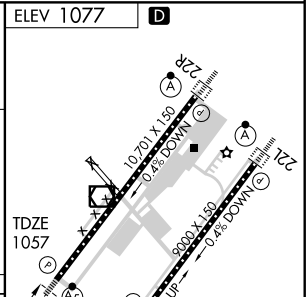
MALSR

MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 via MXQ R-030 to BUNSS Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-4L	1520/24 463 (500-½)		1520/40 463 (500-¾)	1520/60 463 (500-1¼)
CIRCLING	1640-1 563 (600-1)		1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-4L	1620-½ 563 (600-½)		1620-1 563 (600-1)	1620-1¼ 563 (600-1¼)
CIRCLING	1740-1 663 (700-1)		1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MXQ	APP CRS	Rwy Idg	10701
112.9	225°	TDZE	1077
Chan 76		Apt Elev	1077

VOR RWY 22R

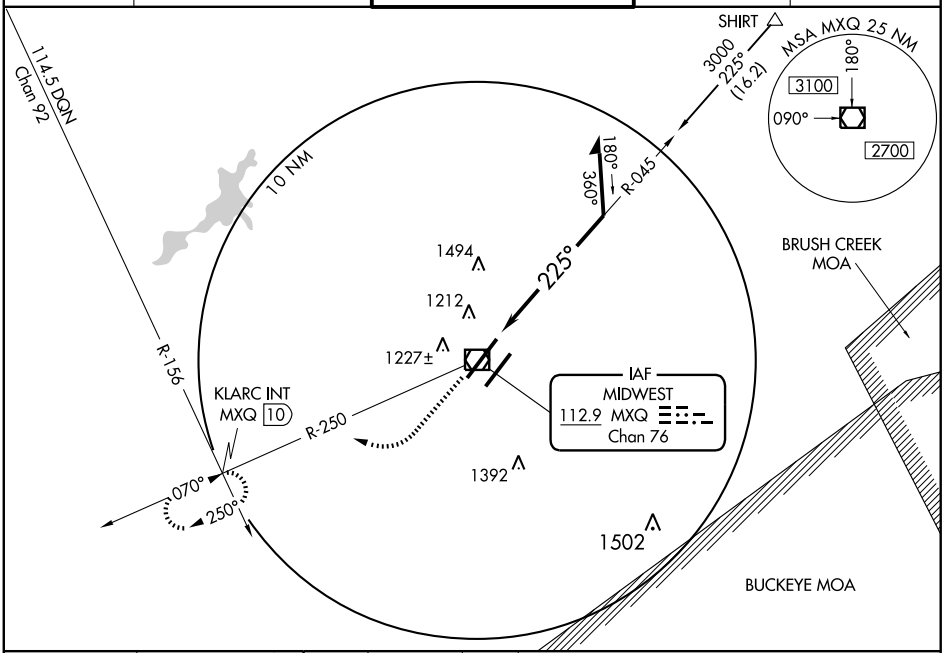
WILMINGTON/AIRBORNE AIRPARK (ILN)

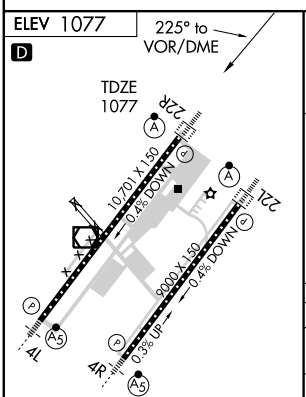
Obtain local altimeter setting on CTAF; when not received, use Dayton Intl altimeter setting. Obtain HIRL Rwy 4L-22R, MALSR Rwy 4L and ALSF-2 Rwy 22R on CTAF.

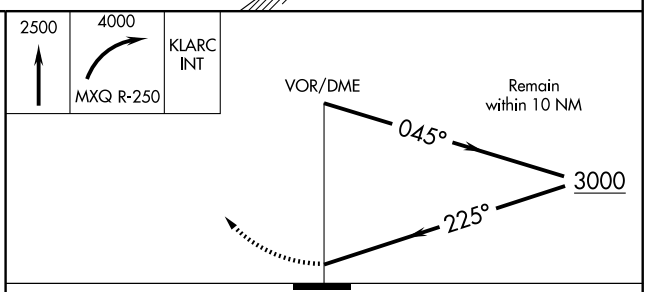
ALSF-2

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via MXQ R-250 to KLARC Int/MXQ 10 DME and hold.

ATIS	DAYTON APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL
124.925	126.5 327.1	119.475 (CTAF)	121.6	125.6







CATEGORY	A	B	C	D
S-22R	1640/24	563 (600-½)	1640/50 563 (600-1)	1640/60 563 (600-1¼)
CIRCLING	1640-1	563 (600-1)	1640-1½ 563 (600-1½)	1680-2 603 (700-2)
DAYTON INTL ALTIMETER SETTING MINIMUMS				
S-22R	1740-½	663 (700-½)	1740-1¼ 663 (700-1¼)	1740-1½ 663 (700-1½)
CIRCLING	1740-1	663 (700-1)	1740-1¾ 663 (700-1¾)	1780-2¼ 703 (800-2¼)

TDZ/CL Rwys 22L and 22R
HIRL Rwys 4R-22L and 4L-22R

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

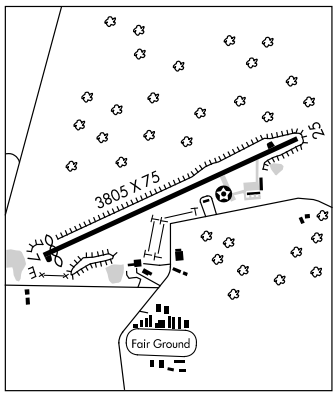
CLINTON FLD (I66) 4 NW UTC−5(−4DT) N39°30.15′ W83°51.80′ **CINCINNATI**
1033 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **L–27E**
RWY 03–21: H3579X65 (ASPH) S–12.5 MIRL 0.3% up NE **IAP**
RWY 03: PAPI(P2L)—GA 3.0° TCH 20′. Trees. **RWY 21:** PAPI(P2L)—GA 3.75° TCH 20′. Trees.
AIRPORT REMARKS: Attended May–Sep 1300–0100Z‡, Oct–Apr 1300–2200Z‡. Fuel Jet A unavbl indef. FBO closed Thanksgiving; Christmas and Easter. After hrs call 937–725–2782. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (937) 382–1376.
COMMUNICATIONS: **CTAF/UNICOM** 123.0
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 331° 5.2 NM to fld 1050/4W.

HOLLISTER FLD (2B6) 5 E UTC−5(−4DT) N39°26.25′ W83°42.50′ **CINCINNATI**
1090 NOTAM FILE DAY
RWY 05–23: 3203X80 (TURF)
RWY 05: Thld dsplcd 92′. Crops. **RWY 23:** Thld dsplcd 565′. P–Line.
RWY 13–31: 2670X80 (TURF)
RWY 13: Thld dsplcd 250′. Fence. **RWY 31:** Thld dsplcd 732′. Fence.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 13–31 CLOSED indef. CAUTION—pheasants released N side of rwy for hunting Sep–Apr. Model acft radio–control area S of Rwy 23. Call for rwy conditions prior to ldg from Nov–Apr. Rwy 05–23 dspld thlds marked with white tires. Rwy 13–31 dsplcd thlds marked with white tires.
COMMUNICATIONS: **CTAF** 122.9

WOOD CO (See BOWLING GREEN)

WOODSFIELD

MONROE CO (4G5) 1 N UTC−5(−4DT) N39°46.74′ W81°06.17′ **CINCINNATI**
1197 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–29B**
RWY 07–25: H3805X75 (ASPH) S–18 MIRL **IAP**
RWY 07: Thld dsplcd 173′. Trees. **RWY 25:** REIL. Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–472–1882. ACTIVATE MIRL Rwy 07–25; rotating bcn and REIL Rwy 25—CTAF.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 230° 19.4 NM to fld. 1290/7W.



WOOSTER

WAYNE CO (BJJ) 6 NE UTC−5(−4DT) N40°52.49′ W81°53.30′ **DETROIT**
1136 B S4 **FUEL** 100LL, JET A1+ OX 4 NOTAM FILE BJJ **H–10G, L–29B**
RWY 10–28: H5191X100 (ASPH) S–30 HIRL 0.5% up E **IAP**
RWY 10: REIL. Trees. **RWY 28:** REIL. VASI(V4R)—GA 3.0° TCH 33′. Thld dsplcd 218′. Road.
AIRPORT REMARKS: Attended Nov–Apr 1300–2200Z‡, May–Oct Mon–Fri 1200–0000Z‡, May–Oct Sat–Sun 1400–0000Z‡, Rwy 28 VASI unusable byd 8° left of centerline. HIRL Rwy 10–28 preset low ints dusk–dawn; to increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 118.075 (330) 669–9105.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z†) **CLNC DEL** 121.75
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 295° 22.3 NM to fld. 1230/4W.

VOR/DME AIR	APP CRS	Rwy Idg	3805
117.1	229°	TDZE	1195
Chan 118		Apt Elev	1195

VOR/DME or GPS RWY 25

WOODSFIELD/MONROE COUNTY (4G5)

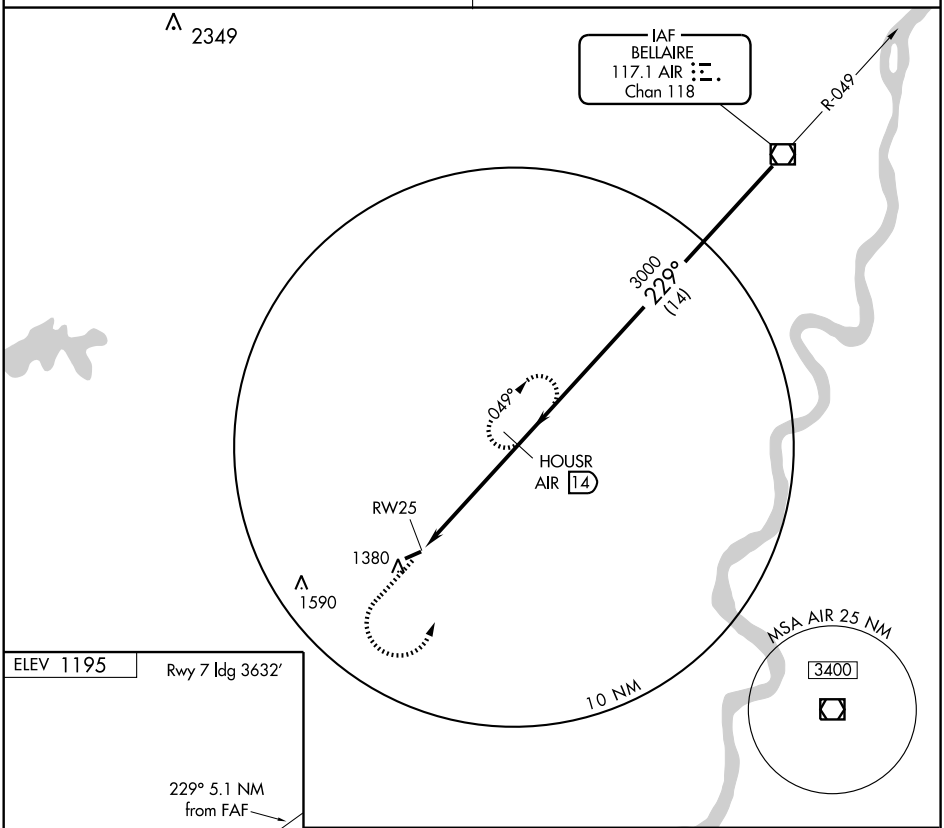
NA

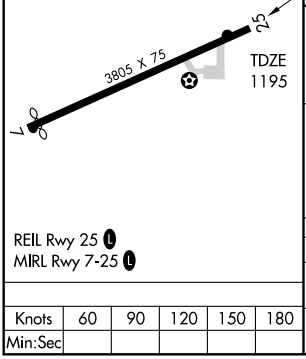
Use Parkersburg, WV altimeter setting.

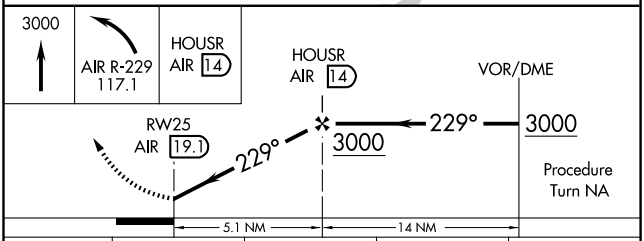
MISSED APPROACH: Climb to 3000 then left turn via AIR R-229 to HOUSR/14 DME and hold.

CLEVELAND CENTER
120.4 257.975

UNICOM
122.8 (CTAF) L







REIL Rwy 25 L
MIRL Rwy 7-25 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-25	1820-1 625 (700-1)		1820-1¾ 625 (700-1¾)	NA
CIRCLING	1880-1 685 (700-1)		1880-2 685 (700-2)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

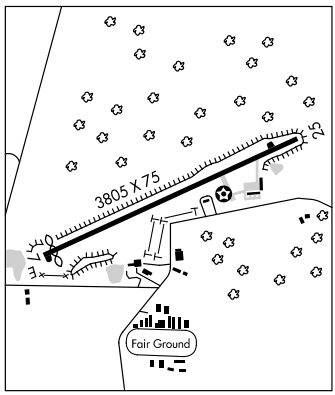
CLINTON FLD (I66) 4 NW UTC−5(−4DT) N39°30.15′ W83°51.80′ **CINCINNATI**
1033 B S4 **FUEL** 100LL, JET A NOTAM FILE DAY **L–27E**
RWY 03–21: H3579X65 (ASPH) S–12.5 MIRL 0.3% up NE **IAP**
RWY 03: PAPI(P2L)—GA 3.0° TCH 20′. Trees. **RWY 21:** PAPI(P2L)—GA 3.75° TCH 20′. Trees.
AIRPORT REMARKS: Attended May–Sep 1300–0100Z‡, Oct–Apr 1300–2200Z‡. Fuel Jet A unavbl indef. FBO closed Thanksgiving; Christmas and Easter. After hrs call 937–725–2782. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (937) 382–1376.
COMMUNICATIONS: **CTAF/UNICOM** 123.0
Ⓡ **DAYTON APP/DEP CON** 126.5 (091°–180°) 118.85 127.225
RADIO AIDS TO NAVIGATION: NOTAM FILE FFO.
MIDWEST (T) VORW/DME 112.9 MXQ Chan 76 N39°25.78′ W83°48.07′ 331° 5.2 NM to fld 1050/4W.

HOLLISTER FLD (2B6) 5 E UTC−5(−4DT) N39°26.25′ W83°42.50′ **CINCINNATI**
1090 NOTAM FILE DAY
RWY 05–23: 3203X80 (TURF)
RWY 05: Thld dsplcd 92′. Crops. **RWY 23:** Thld dsplcd 565′. P–Line.
RWY 13–31: 2670X80 (TURF)
RWY 13: Thld dsplcd 250′. Fence. **RWY 31:** Thld dsplcd 732′. Fence.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 13–31 CLOSED indef. CAUTION—pheasants released N side of rwy for hunting Sep–Apr. Model acft radio–control area S of Rwy 23. Call for rwy conditions prior to ldg from Nov–Apr. Rwy 05–23 dspld thlds marked with white tires. Rwy 13–31 dsplcd thlds marked with white tires.
COMMUNICATIONS: **CTAF** 122.9

WOOD CO (See BOWLING GREEN)

WOODSFIELD

MONROE CO (4G5) 1 N UTC−5(−4DT) N39°46.74′ W81°06.17′ **CINCINNATI**
1197 B S4 **FUEL** 80, 100LL NOTAM FILE CLE **L–29B**
RWY 07–25: H3805X75 (ASPH) S–18 MIRL **IAP**
RWY 07: Thld dsplcd 173′. Trees. **RWY 25:** REIL. Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 740–472–1882. ACTIVATE MIRL Rwy 07–25; rotating bcn and REIL Rwy 25—CTAF.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
BELLAIRE RCO 122.1R 117.1T (CLEVELAND RADIO)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.4
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BELLAIRE (H) VOR/DME 117.1 AIR Chan 118 N40°01.02′ W80°49.04′ 230° 19.4 NM to fld. 1290/7W.



WOOSTER

WAYNE CO (BJJ) 6 NE UTC−5(−4DT) N40°52.49′ W81°53.30′ **DETROIT**
1136 B S4 **FUEL** 100LL, JET A1+ OX 4 NOTAM FILE BJJ **H–10G, L–29B**
RWY 10–28: H5191X100 (ASPH) S–30 HIRL 0.5% up E **IAP**
RWY 10: REIL. Trees. **RWY 28:** REIL. VASI(V4R)—GA 3.0° TCH 33′. Thld dsplcd 218′. Road.
AIRPORT REMARKS: Attended Nov–Apr 1300–2200Z‡, May–Oct Mon–Fri 1200–0000Z‡, May–Oct Sat–Sun 1400–0000Z‡, Rwy 28 VASI unusable byd 8° left of centerline. HIRL Rwy 10–28 preset low ints dusk–dawn; to increase ints and ACTIVATE REIL Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 118.075 (330) 669–9105.
COMMUNICATIONS: **CTAF/UNICOM** 122.8
Ⓡ **AKRON–CANTON APP/DEP CON** 118.6 (1100–0500Z†) **CLNC DEL** 121.75
Ⓡ **CLEVELAND CENTER APP/DEP CON** 134.9 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CLE.
BRIGGS (L) VOR/DME 112.4 BSV Chan 71 N40°44.44′ W81°25.93′ 295° 22.3 NM to fld. 1230/4W.

APP CRS	Rwy Idg	5191
097°	TDZE	1113
	Apt Elev	1136

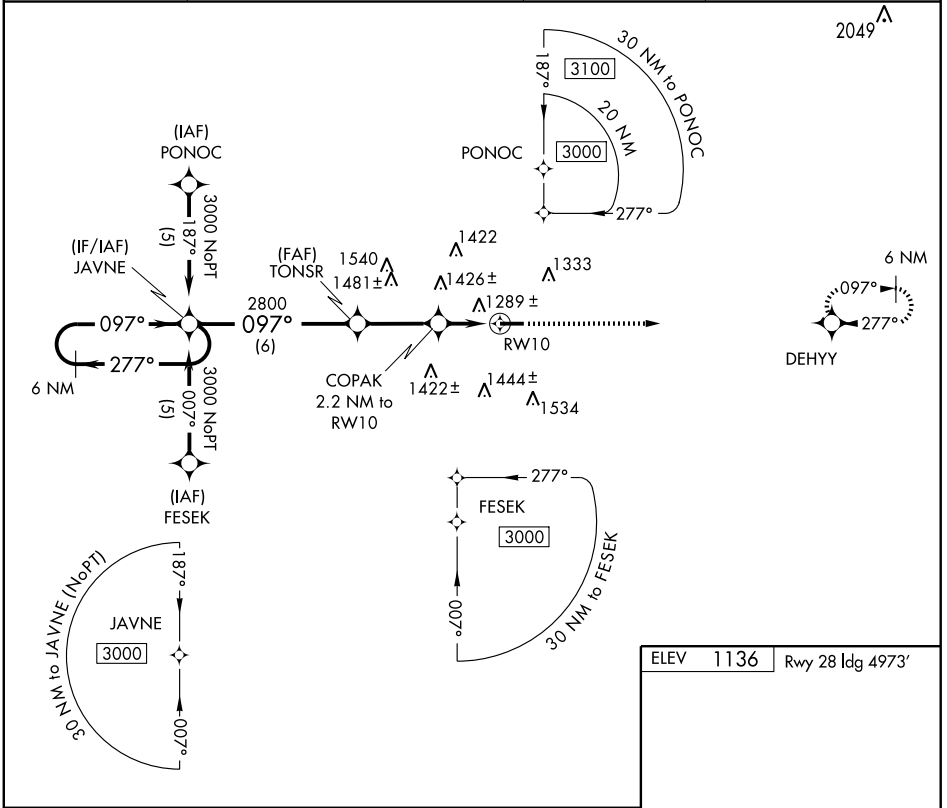
RNAV (GPS) RWY 10

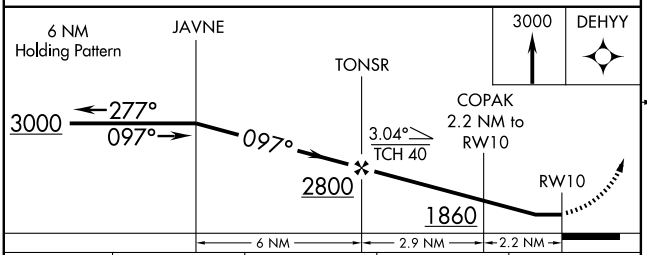
WOOSTER / WAYNE COUNTY (BJJ)

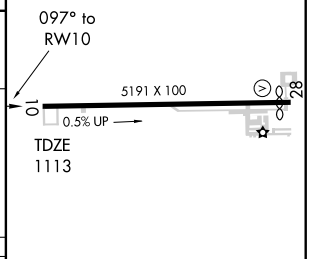
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct DEHYY and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1	427 (500-1)	1540-1¼ 427 (500-1¼)	1540-1½ 427 (500-1½)
CIRCLING	1600-1	464 (500-1)	1600-1½ 464 (500-1½)	1700-2 564 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4973
CH 82215	277°	TDZE	1134
W28A		Apt Elev	1136

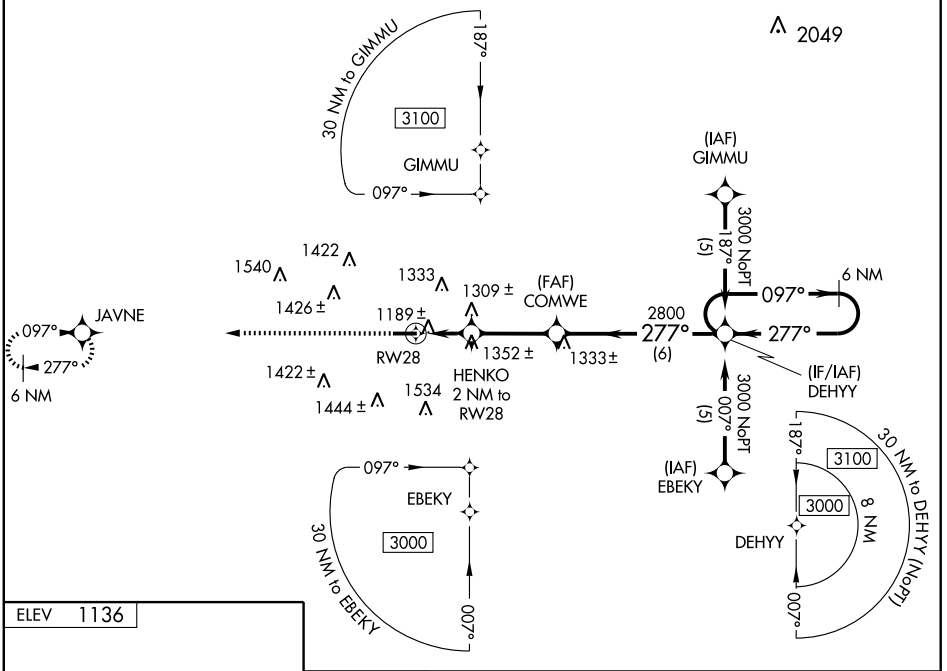
RNAV (GPS) RWY 28

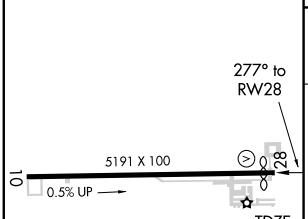
WOOSTER / WAYNE COUNTY (BJJ)

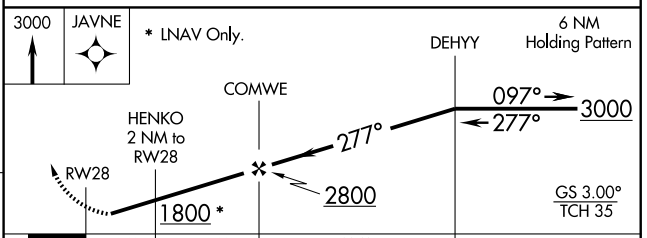
Baro-VNAV NA when using Akron-Canton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all DA and MDA 60 feet, increase LPV visibility all Cats ¼ mile, and increase LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JAVNE and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1398-1 264 (300-1)			
LNAV/VNAV DA	1452-1¼ 318 (400-1¼)			
LNAV MDA	1560-1 426 (500-1)		1560-1¼ 426 (500-1¼)	
CIRCLING	1600-1 464 (500-1)		1600-1½ 464 (500-1½)	1700-2 564 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BSV	APP CRS	Rwy Idg	5191
112.4	115°	TDZE	1113
Chan 71		Apt Elev	1136

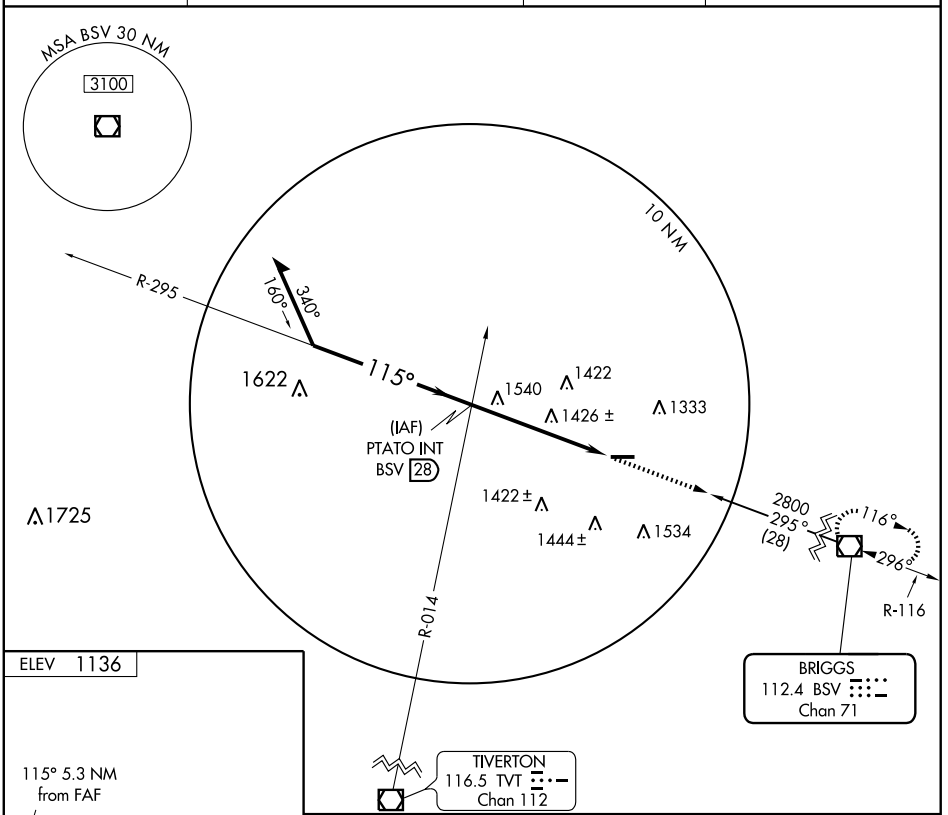
VOR RWY 10

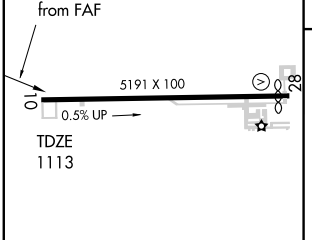
WOOSTER / WAYNE COUNTY (BJJ)

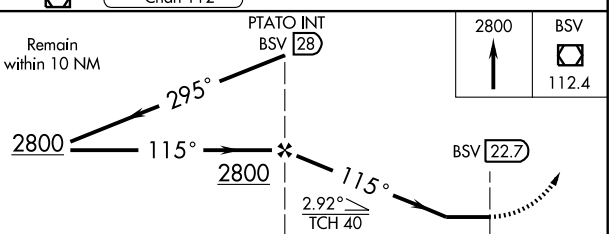
Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet; increase S-10 Cat C/D and Circling Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2800 direct BSV VOR/DME and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L







REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-10	1840-1 727 (800-1)	1840-1¼ 727 (800-1¼)	1840-2 727 (800-2)	1840-2¼ 727 (800-2¼)
CIRCLING	1840-1 704 (800-1)	1840-1¼ 704 (800-1¼)	1840-2 704 (800-2)	1840-2¼ 704 (800-2¼)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

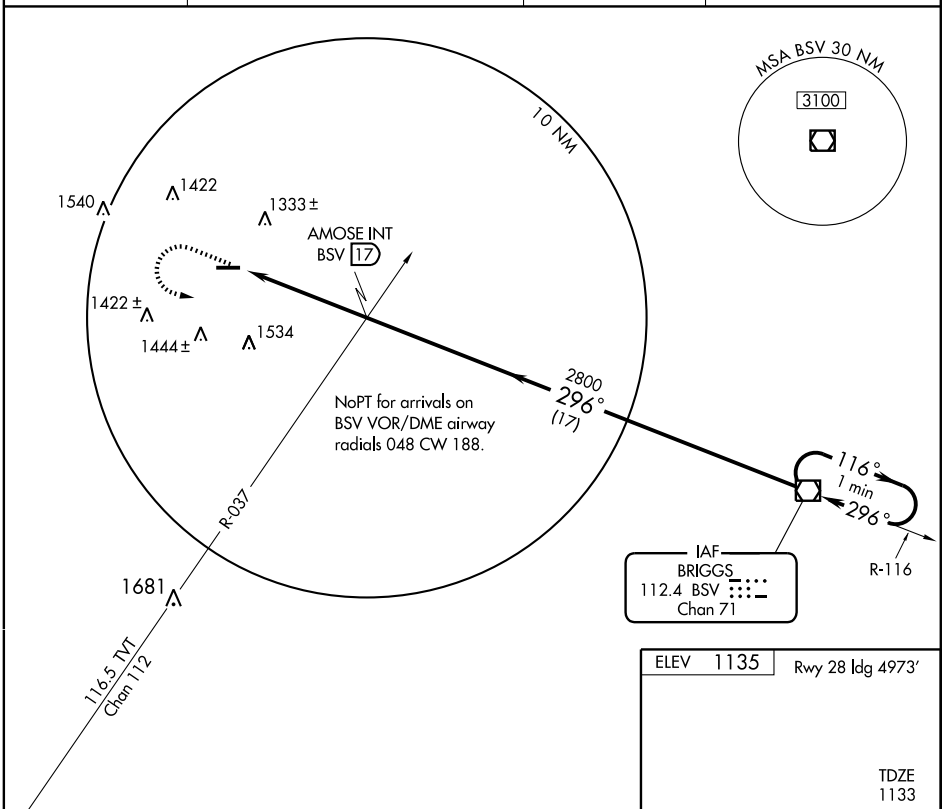
VOR/DME BSV	APP CRS	Rwy Idg	4973
112.4	296°	TDZE	1133
Chan 71		Apt Elev	1135

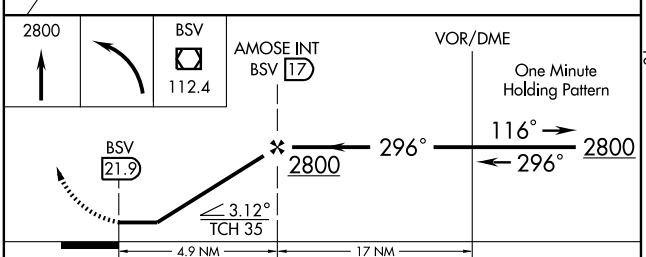
VOR RWY 28

WOOSTER / WAYNE COUNTY (BJJ)

MISSED APPROACH: Climb to 2800, then left turn direct BSV VOR/DME and hold.

ASOS	AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
118.075	118.6 323.0	121.75	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-28	1660-1 527 (600-1)	1660-1¼ 527 (600-1¼)	1660-1½ 527 (600-1½)	1660-1¾ 527 (600-1¾)
CIRCLING	1660-1 525 (600-1)	1660-1¼ 525 (600-1¼)	1660-1½ 525 (600-1½)	1700-2 565 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

YOUNGSTOWN

LANSDOWNE (Ø4G) 2 NE UTC−5(−4DT) N41°07.83′ W80°37.18′

DETROIT
L–30H
IAP

1044 NOTAM FILE CLE

RWY 02–20: H3073X50 (ASPH) S–7.5 0.9% up N

RWY 02: Trees. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Rwy 02–20 vegetation in cracks, last 500′ Rwy 12 depressions in pavement. Ramp in poor condition; breaking pavement.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNC Chan 27 N41°19.86′ W80°40.48′ 173° 12.3 NM to fld. 1160/5W. HIWAS.

HUBBARD NDB (MHW) 408 HBD N41°09.17′ W80°31.89′ 259° 4.2 NM to fld. NOTAM FILE CLE.

YOUNGSTOWN ELSER METRO (4G4) 7 SW UTC−5(−4DT) N40°57.71′ W80°40.64′

DETROIT
L–30H
IAP

1070 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE

RWY 10–28: H4012X50 (ASPH) MIRL 1.4% up E

RWY 10: REIL. PAPI(P2L). Thld dsplcd 348′. Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.75°. Thld dsplcd 260′. Trees.

AIRPORT REMARKS: Attended 1300–dusk. Twr 1085′ AGL (2118′ MSL) 7.5 NM NNE. Rwy 28 PAPI OTS indef.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

COMMUNICATIONS: CTAF/UNICOM 123.05

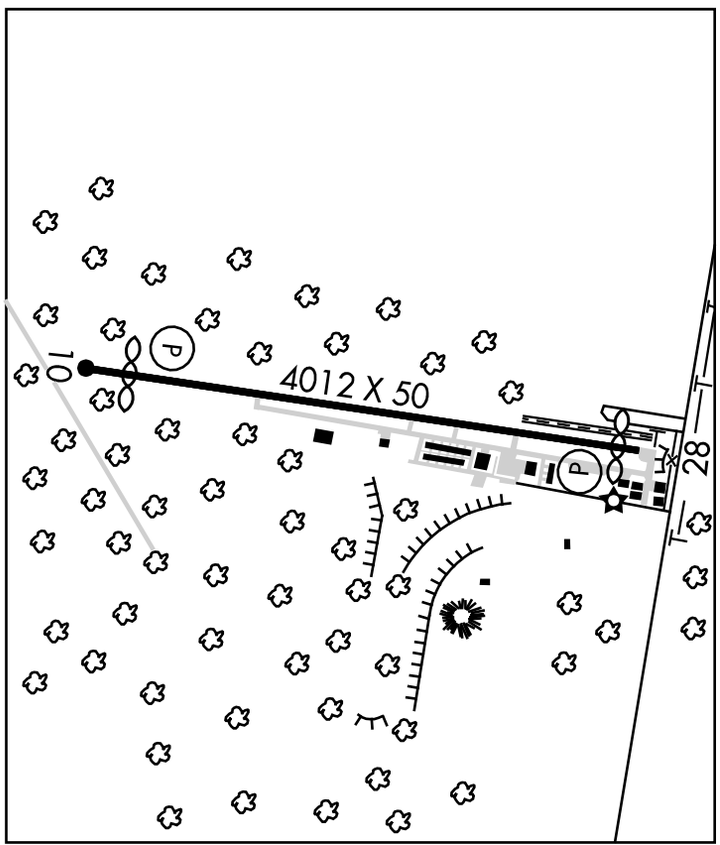
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)

CLNC DEL 119.25

Ⓡ **CLEVELAND CENTER APP/DEP CON** 128.15 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 114° 25.4 NM to fld. 1194/4W.



NDB HBD 408	APP CRS 260°	Rwy Idg N/A TDZE N/A Apt Elev 1057

NDB or GPS-B

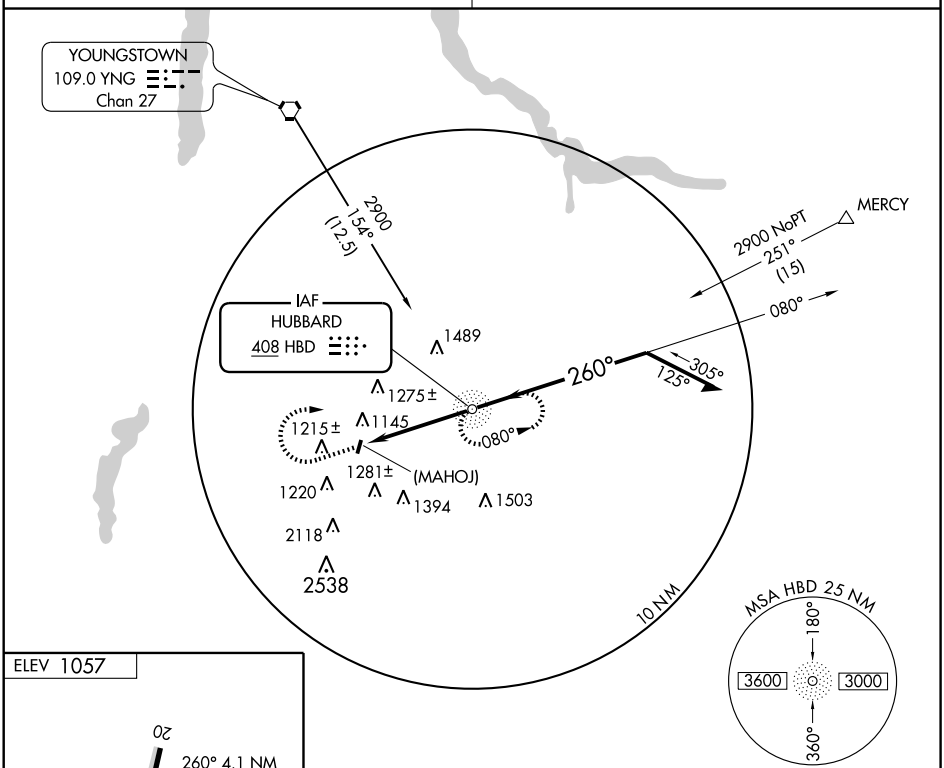
YOUNGSTOWN/ LANSDOWNE (Ø4G)

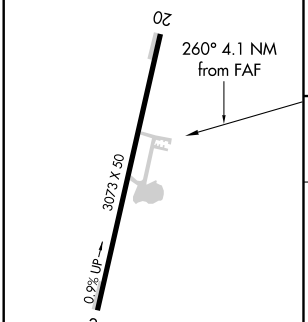
Use Youngstown-Warren Rgnl altimeter setting.
NA Procedure not authorized at night.

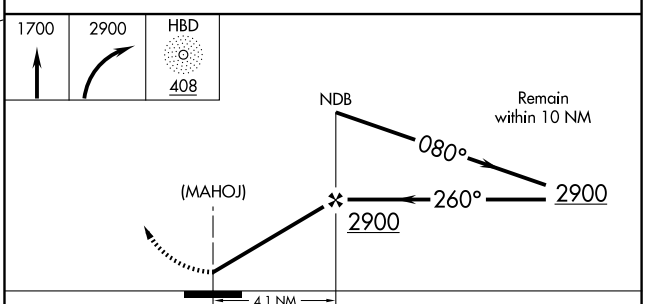
MISSED APPROACH: Climb to 1700 then climbing right turn to 2900 direct HBD NDB and hold.

YOUNGSTOWN APP CON ★
133.95 322.3

UNICOM
122.8 (CTAF)







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
CIRCLING	1620-1	563 (600-1)	1620-1½ 563 (600-1½)	NA

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

YOUNGSTOWN

LANSDOWNE (Ø4G) 2 NE UTC−5(−4DT) N41°07.83′ W80°37.18′

DETROIT
L–30H
IAP

1044 NOTAM FILE CLE

RWY 02–20: H3073X50 (ASPH) S–7.5 0.9% up N

RWY 02: Trees. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Rwy 02–20 vegetation in cracks, last 500′ Rwy 12 depressions in pavement. Ramp in poor condition; breaking pavement.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **YOUNGSTOWN APP/DEP CON** 133.95 (1100–0500Z‡)

Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.

YOUNGSTOWN (L) VORTAC 109.0 YNC Chan 27 N41°19.86′ W80°40.48′ 173° 12.3 NM to fld. 1160/5W. HIWAS.

HUBBARD NDB (MHW) 408 HBD N41°09.17′ W80°31.89′ 259° 4.2 NM to fld. NOTAM FILE CLE.

YOUNGSTOWN ELSER METRO (4G4) 7 SW UTC−5(−4DT) N40°57.71′ W80°40.64′

DETROIT
L–30H
IAP

1070 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE CLE

RWY 10–28: H4012X50 (ASPH) MIRL 1.4% up E

RWY 10: REIL. PAPI(P2L). Thld dsplcd 348′. Trees.

RWY 28: REIL. PAPI(P2L)—GA 3.75°. Thld dsplcd 260′. Trees.

AIRPORT REMARKS: Attended 1300–dusk. Twr 1085′ AGL (2118′ MSL) 7.5 NM NNE. Rwy 28 PAPI OTS indef.

WEATHER DATA SOURCES: HIWAS 109.0 YNG.

COMMUNICATIONS: CTAF/UNICOM 123.05

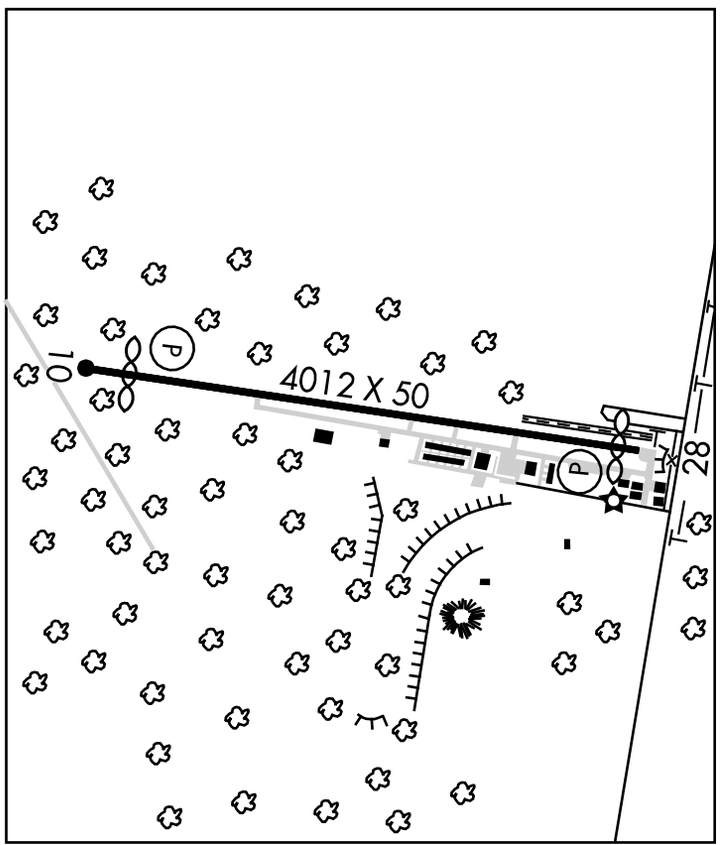
Ⓡ **AKRON–CANTON APP/DEP CON** 125.5 (1100–0500Z‡)

CLNC DEL 119.25

Ⓡ **CLEVELAND CENTER APP/DEP CON** 128.15 (0500–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

AKRON (L) VOR/DME 114.4 ACO Chan 91 N41°06.47′ W81°12.09′ 114° 25.4 NM to fld. 1194/4W.



APP CRS	Rwy Idg	3664
098°	TDZE	1051
	Apt Elev	1070

RNAV (GPS) RWY 10

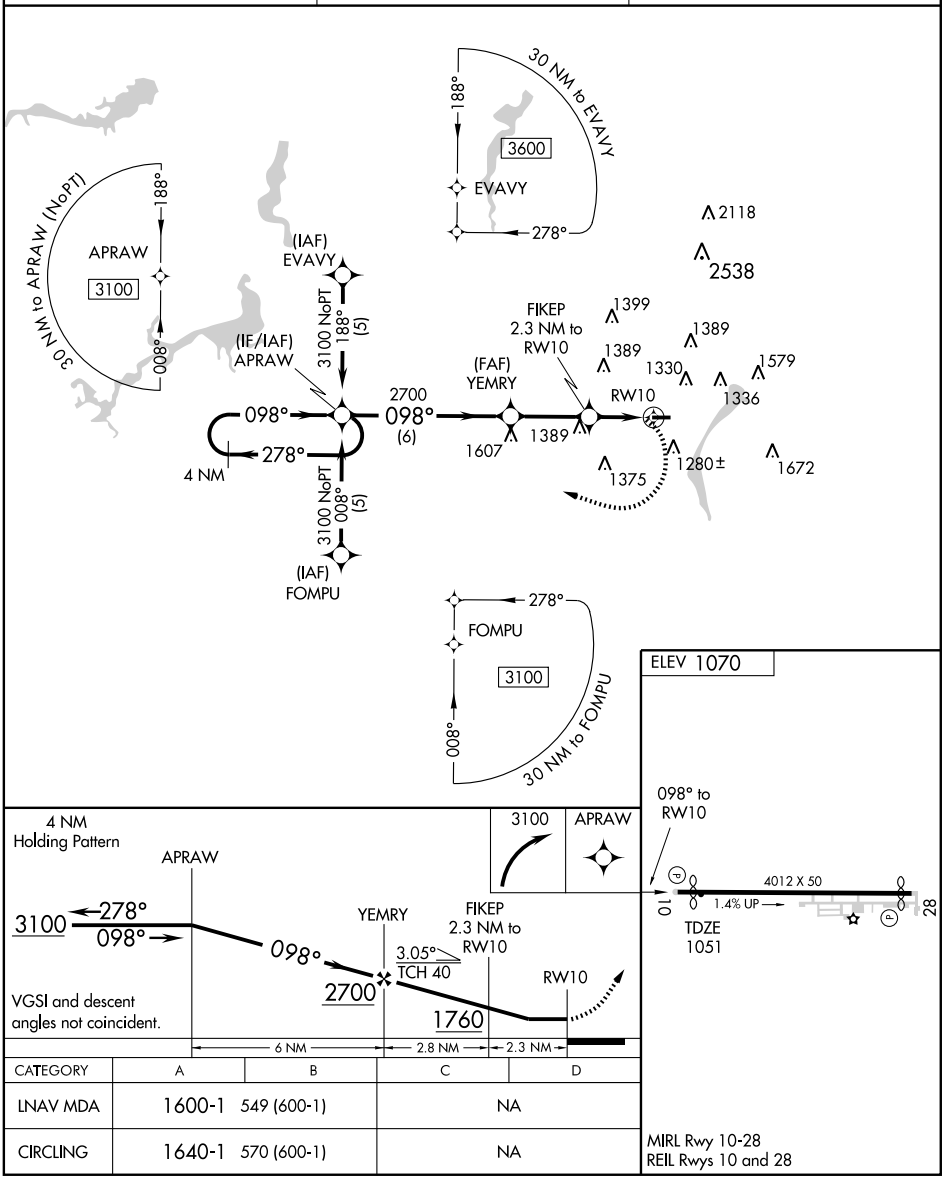
YOUNGSTOWN ELSER METRO (4G4)

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3100 direct APRAW and hold.

AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
125.5 371.875	119.25	123.05 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1600-1 549 (600-1)		NA	
CIRCLING	1640-1 570 (600-1)		NA	

MIRL Rwy 10-28
REIL Rwys 10 and 28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3753
279°	TDZE	1063
	Apt Elev	1070

RNAV (GPS) RWY 28

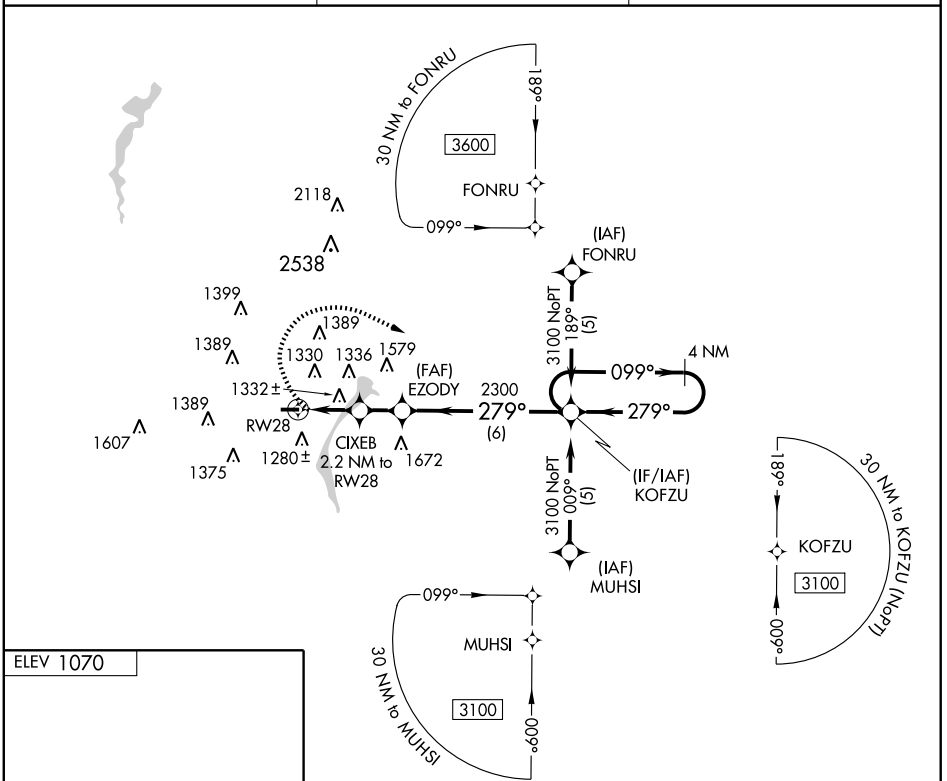
YOUNGSTOWN ELSER METRO (4G4)

NA

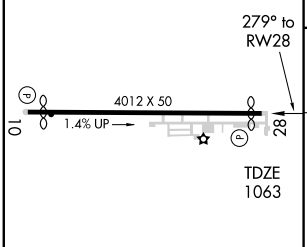
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.

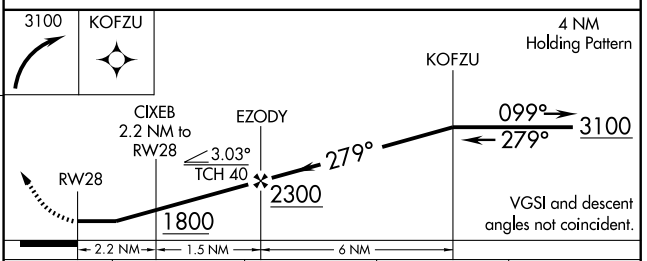
MISSED APPROACH: Climbing right turn to 3100 direct KOFZU and hold.

AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
125.5 371.875	119.25	123.05 (CTAF)



ELEV 1070





CATEGORY	A	B	C	D
LNAV MDA	1600-1 537 (600-1)		NA	
CIRCLING	1640-1 570 (600-1)		NA	

MIRL Rwy 10-28
REIL Rwys 10 and 28

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	N/A
114°	TDZE	N/A
	Apt Elev	1070

VOR-C

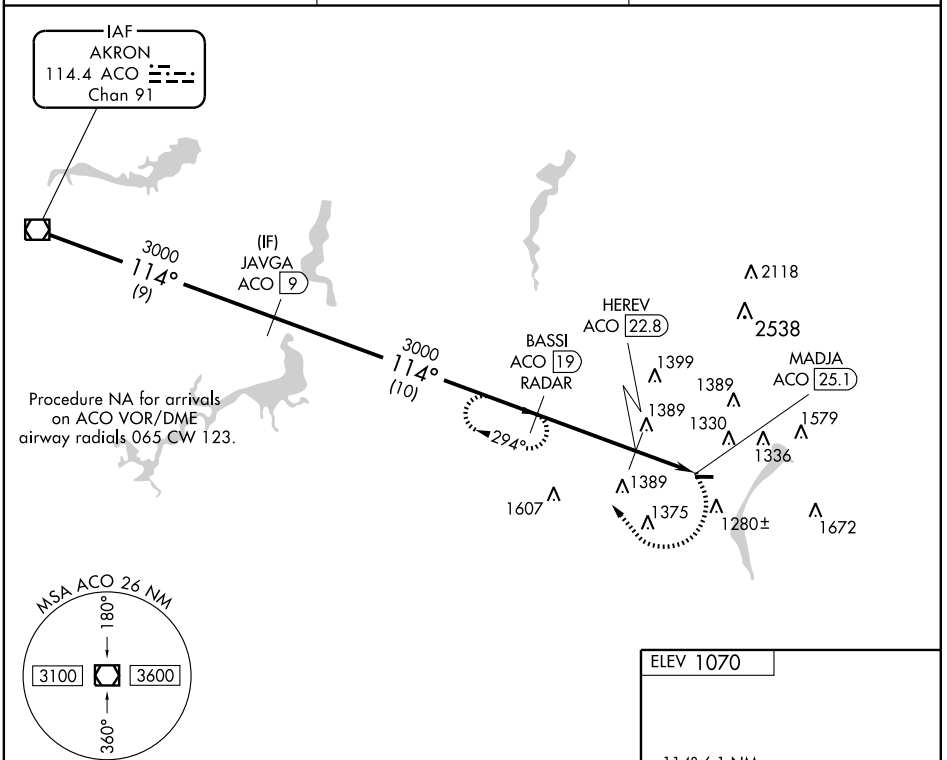
YOUNGSTOWN ELSER METRO (4G4)

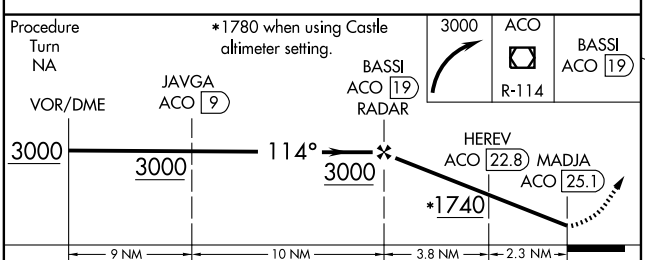
NA

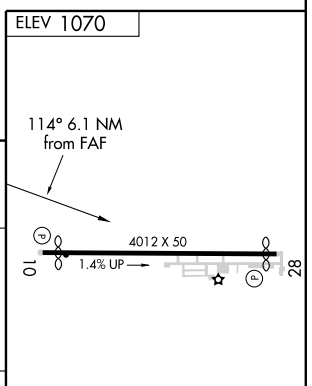
DME or RADAR Required. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 via ACO VOR/DME R-114 to BASSI/ACO 19 DME/RADAR and hold.

AKRON-CANTON APP CON ★	CLNC DEL	UNICOM
125.5 371.875	119.25	123.05 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1740-1 670 (700-1)	1740-1¼ 670 (700-1¼)	NA	

MIRL Rwy 10-28
REIL Rwys 10 and 28

HEREV FIX MINIMUMS

CIRCLING	1640-1 570 (600-1)	1640-1¼ 570 (600-1¼)	NA	

FAF to MAP 6.1 NM

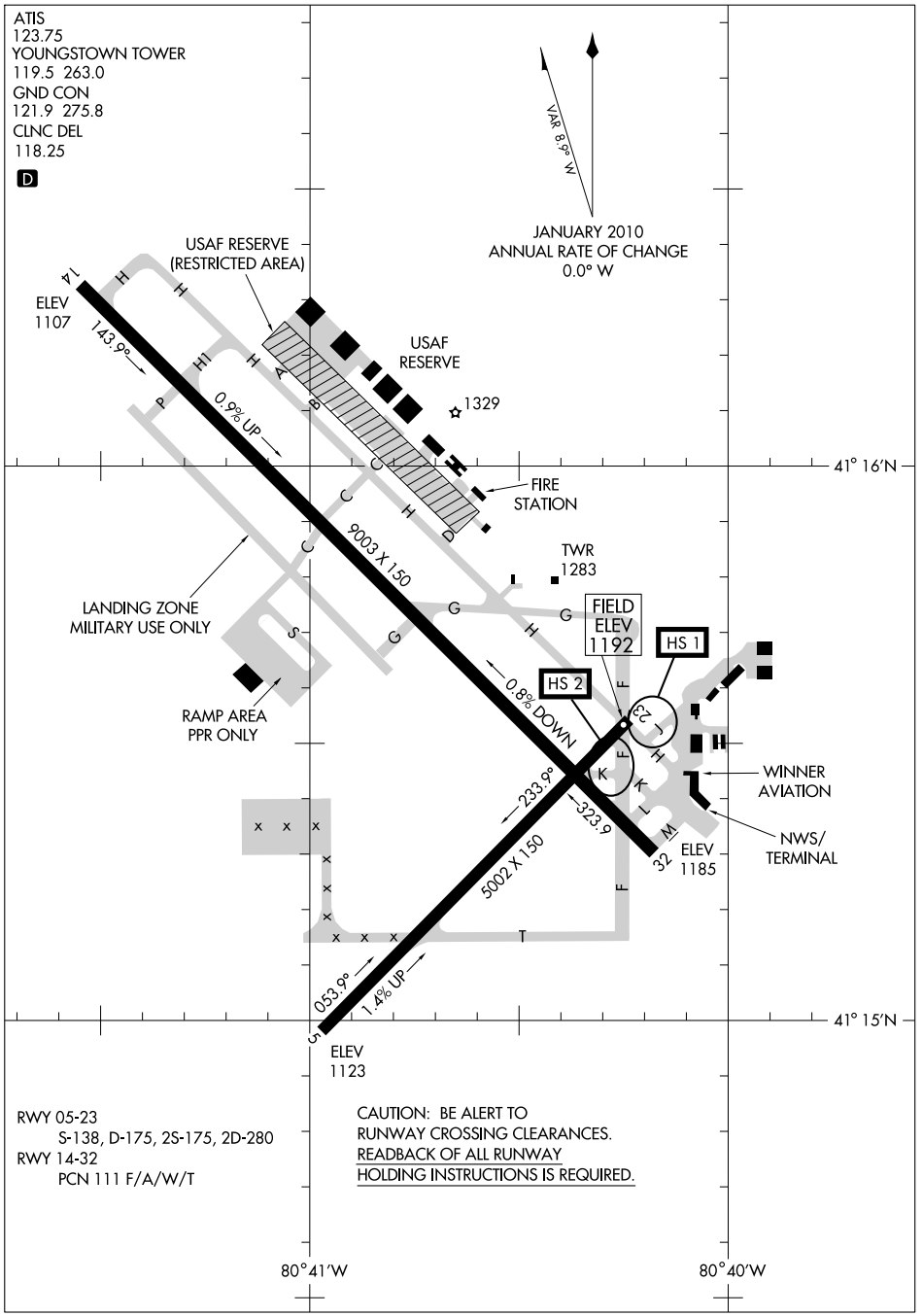
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-466 (FAA)

YOUNGSTOWN-WARREN RGNL (YNG)
YOUNGSTOWN-WARREN, OHIO



RWY 05-23
S-138, D-175, 2S-175, 2D-280
RWY 14-32
PCN 111 F/A/W/T

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 21 OCT 2010 to 18 NOV 2010

EC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

YOUNGSTOWN-WARREN, OHIO
YOUNGSTOWN-WARREN RGNL (YNG)

10266

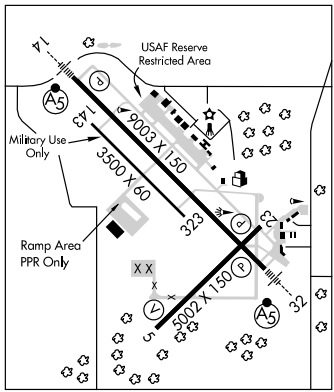
YOUNGSTOWN/WARREN

YOUNGSTOWN–WARREN RGNL (YNG) 10 N UTC−5(−4DT) N41°15.64′ W80°40.75′ **DETROIT**
1192 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks **H–10G, L–30H**
NOTAM FILE YNG **IAP, AD**

RWY 14–32: H9003X150 (ASPH–GRVD) PCN 111 F/A/W/T HIRL
RWY 14: MALSR. PAPI(P4L). 0.9% up.
RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 40′. Trees. 0.8% down
RWY 05–23: H5002X150 (ASPH–GRVD) S–138, D–175, 2S–175, 2D–280 MIRL 1.4% up NE
RWY 05: REIL. VASI(V4L)—GA 3.25° TCH 51′. Trees.
RWY 23: REIL. PAPI(P4R)—GA 3.0° TCH 24′.
RWY 143–323: H3500X60 (ASPH)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–5002	TODA–5002	ASDA–5002	LDA–5002
RWY 14:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003
RWY 23:	TORA–5002	TODA–5002	ASDA–5002	LDA–5002
RWY 32:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003
RWY 143:	TORA–3500	TODA–3500	ASDA–3500	LDA–3500
RWY 323:	TORA–3500	TODA–3500	ASDA–3500	LDA–3500



AIRPORT REMARKS: Attended continuously. Deer and bird haz. All military acft ctc Vader ops for bird watch condition. Rwy 143–323 used as a military assault strip. Hold short signs Twy H1 OTS until further notice. Class I, ARFF Index B. PPR for ARFF Index D call 330–609–1369. Twy G East of Twy H and Twy F North of Rwy 05–23 clsd to acft over 50,000 pounds gross weight. Twy T W of Rwy 05–23 closed indef. Terminal ramp and general aviation parking not visible from the NW portion of Twy H. Military ramp for military use only. Ldg fee for acft over 5,000 lbs gross weight.
WEATHER DATA SOURCES: ASOS (330) 856–9357. **HIWAS** 109.0 YNG.
COMMUNICATIONS: ATIS 123.75 **UNICOM** 122.95
RCO 122.2 122.1R 109.0T (CLEVELAND RADIO)
Ⓡ **APP/DEP CON** 133.95 127.15 (1100–0500Z‡)
Ⓡ **CLEVELAND CENTER APP/DEP CON** 120.775 (0500–1100Z‡)
TOWER 119.5 **GND CON** 121.9 **CLNC DEL** 118.25
AIRSPACE: TRSA svc ctc **APP CON** within 20 NM.
RADIO AIDS TO NAVIGATION: NOTAM FILE YNG.
(L) VORTAC 109.0 YNG Chan 27 N41°19.86′ W80°40.48′ 188° 4.2 NM to fld. 1160/5W. **HIWAS.**
VOR unusable 015°–179° blo 5000′ and 180°–014° byd 25 NM blo 5000′.
FETCH NDB (LOM) 338 YN N41°12.03′ W80°35.77′ 322° 5.2 NM to fld. Unmonitored. LOM unusable byd 10 NM.
ILS 110.1 I–YNG Rwy 32. Class IA. LOM FETCH NDB. NDB unmonitored. LOM unusable byd 10 NM.
ILS 110.1 I–MQK Rwy 14. Class IA. OM unmonitored.
ASR (1100–0500Z‡)

ZANESVILLE

PARR (42I) 5 N UTC−5(−4DT) N40°00.42′ W82°00.74′ **DETROIT**
790 S4 **FUEL** 100LL NOTAM FILE CLE **L–29B**
RWY 10–28: H3100X26 (ASPH) S–10 LIRL
RWY 10: Trees. **RWY 28:** Thld dsplcd 61′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1400Z‡–dark, holidays 1700Z‡–dark. For LIRL Rwy 10–28 key 122.8 five times on; eight times slowly to deactivate. Rwy 10–28 NSTD LIRL.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.
ZANESVILLE (L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ 312° 6.8 NM to fld. 900/6W.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH		
AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH		
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH		
CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, OH		
OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Wrong rwy departure risk: Rwy 32 is not visible from hold short lines on Twy D.
	HS 4	Successive hold short lines on Twy A east of Twy D define Rwy 32 apch zone.
COLUMBUS, OH		
PORT COLUMBUS INTL (CMH)	HS 1	Full length departures for Rwy 28L expect Twy F.
	HS 2	Complex rwy/twy int.
	HS 3	Area not visible from the twr.
EVANSVILLE, IN		
EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 enter the rwy mid-field.
	HS 2	Rwy 27 and Twy A.
	HS 3	Rwy 18-36 in close proximity to General Aviation Ramp.
	HS 4	Rwy 18-36 in close proximity to General Aviation Ramp.
YOUNGSTOWN-WARREN, OH		
YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.
	HS 2	Complex Twy K-Twy F int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

21 OCT 2010 to 18 NOV 2010

LOC I-MQK	APP CRS	Rwy Idg	9003
110.1	143°	TDZE	1134
		Apt Elev	1196

ILS or LOC RWY 14

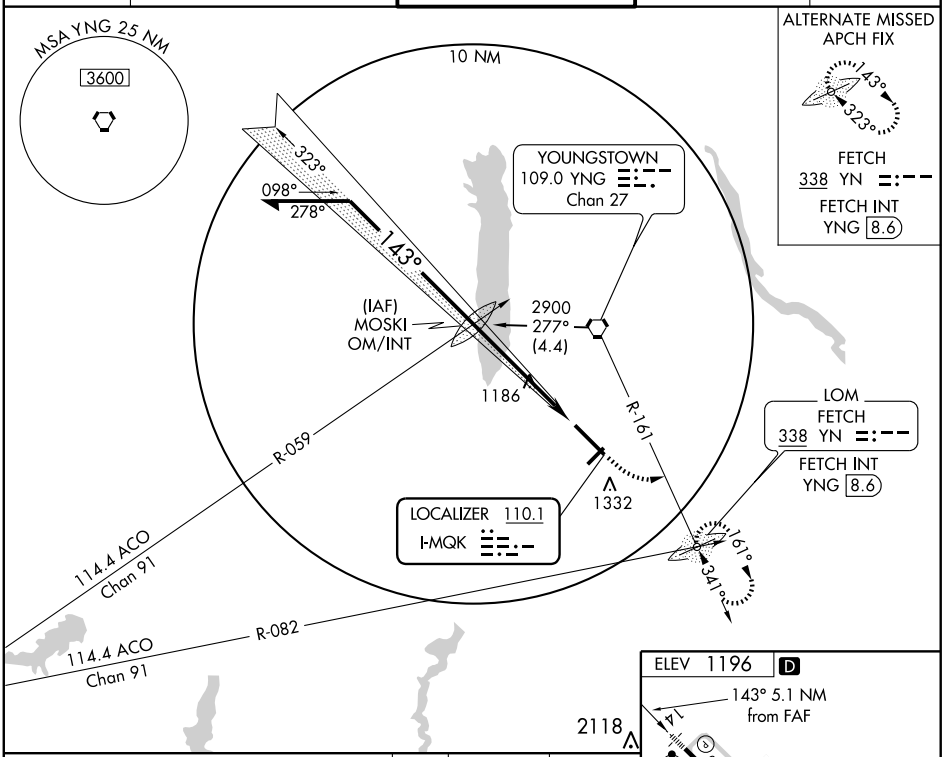
YOUNGSTOWN-WARREN RGNL (YNG)

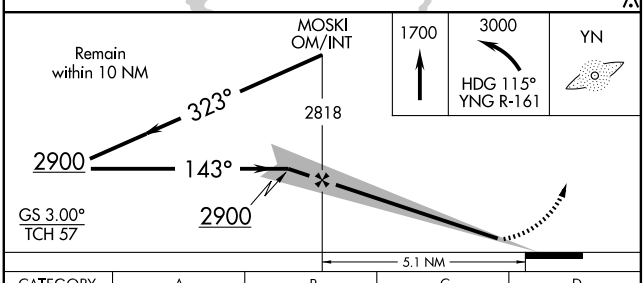
T
A NA
ASR

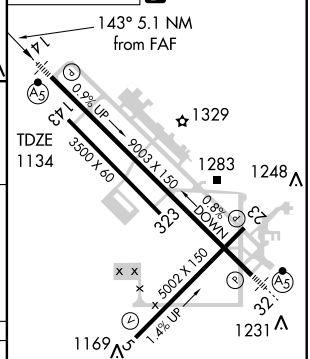
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 115° and YNG VORTAC R-161 to FETCH LOM/Int/YNG 8.6 DME and hold.

ATIS	YOUNGSTOWN APP CON *	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25







HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

CATEGORY	A	B	C	D
S-ILS 14	1334/24 200 (200-½)			
S-LOC 14	1580/24 446 (400-½)		1580/40 446 (400-¾)	1580/50 446 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-YNG	APP CRS	Rwy Idg	9003
110.1	323°	TDZE	1185
		Apt Elev	1196

ILS or LOC RWY 32

YOUNGSTOWN-WARREN RGNL (YNG)

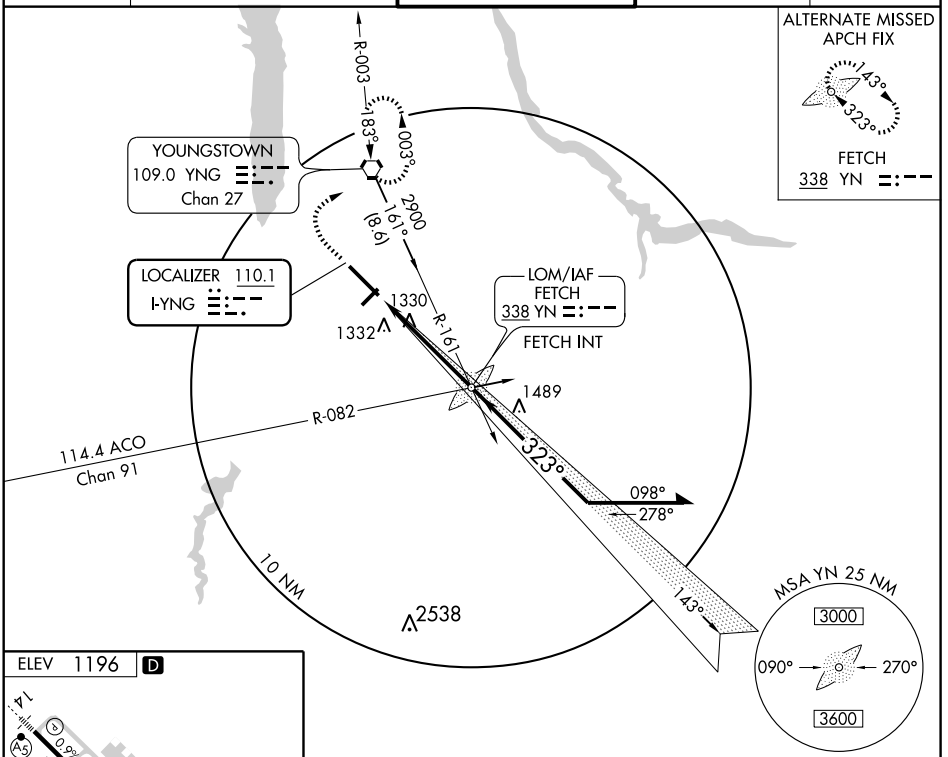
ASR

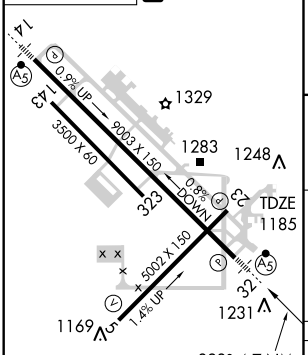
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2900 direct YNG VORTAC and hold, continue climb-in-hold to 2900.

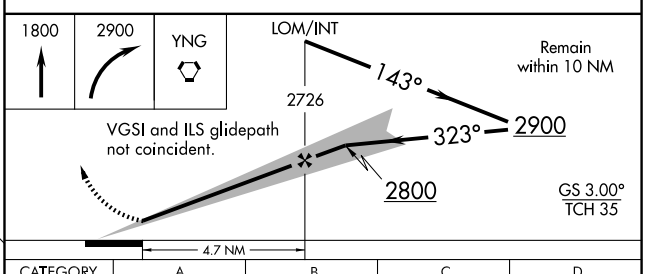
ATIS	YOUNGSTOWN APP CON *	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25





HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 32 *	1385/24 200 (200-½)			
S-LOC 32	1580/24 395 (400-½)			1580/40 395 (400-¾)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

LOM YN	APP CRS	Rwy Idg	9003
338	323°	TDZE	1185
		Apt Elev	1196

NDB RWY 32

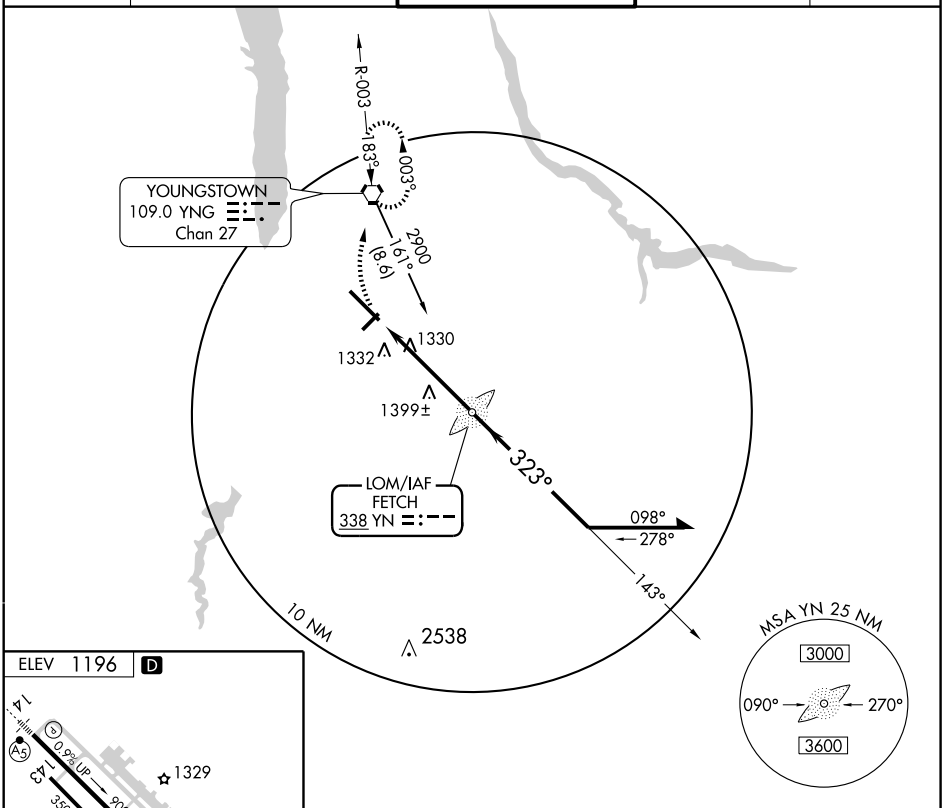
YOUNGSTOWN-WARREN RGNL (YNG)

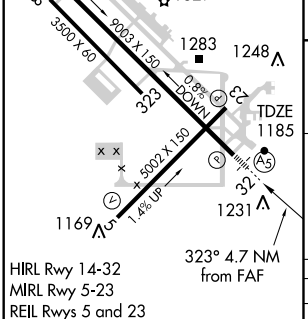
NA
ASR

MALSR

MISSED APPROACH: Climbing right turn to 2900 direct YNG VORTAC and hold, continue climb-in-hold to 2900.

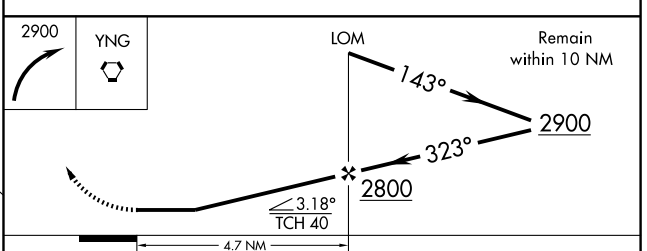
ATIS	YOUNGSTOWN APP CON ★	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25





HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-32	1700/40	515 (600-¾)	1700/50 515 (600-1)	1700-1½ 515 (600-1½)
CIRCLING	1700-1	504 (600-1)	1700-1½ 504 (600-1½)	1760-2 564 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 9003
CH 49205	143°	TDZE 1134
W14A		Apt Elev 1196

RNAV (GPS) RWY 14

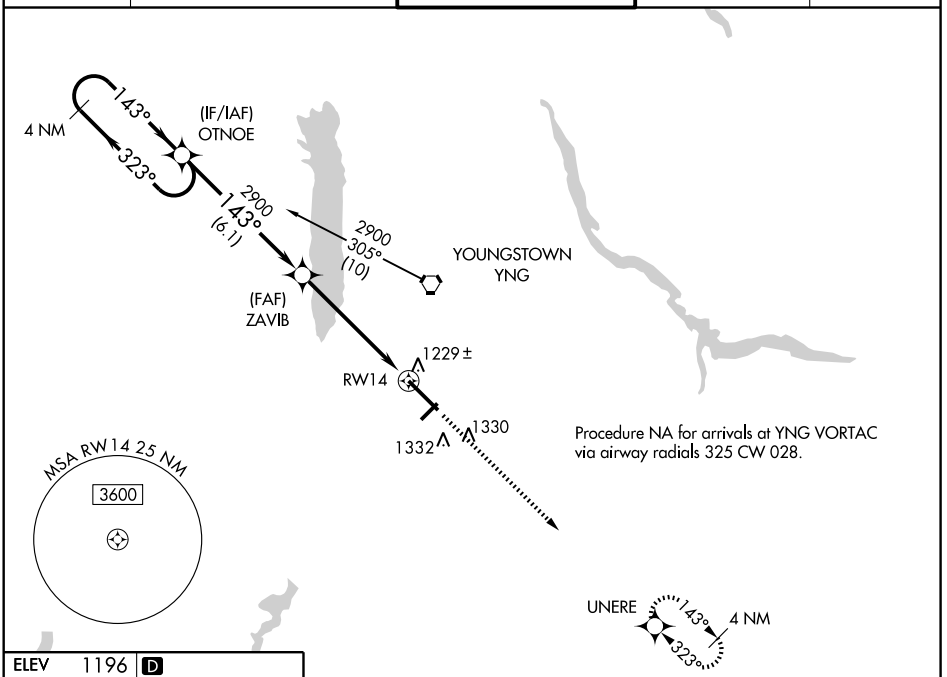
YOUNGSTOWN-WARREN RGNL (YNG)

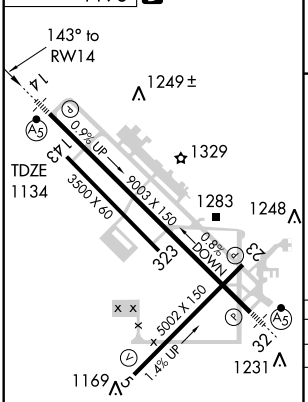
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA ASR below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

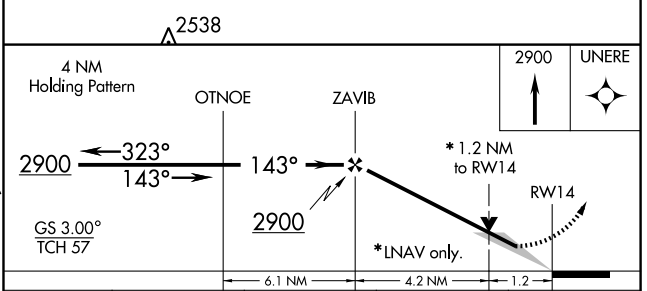
MISSED APPROACH: Climb to 2900 direct UNERE and hold.

ATIS	YOUNGSTOWN APP CON *	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25





HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23



CATEGORY	A	B	C	D
LPV DA	1384/24 250 (200-½)			
LNAV/VNAV DA	1499/40 365 (400-¾)			
LNAV MDA	1540/24 406 (400-½)		1540/40 406 (400-¾)	1540/50 406 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

YOUNGSTOWN-WARREN RGNL (YNG)

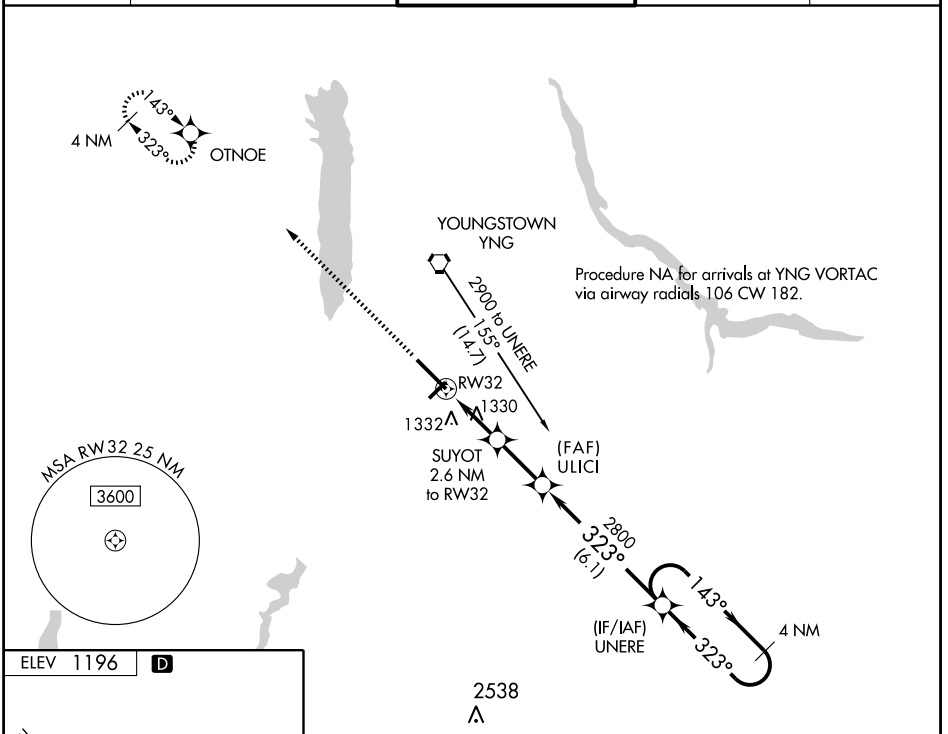
WAAS	APP CRS	Rwy Idg	9003
CH 97406	323°	TDZE	1185
W32A		Apt Elev	1196

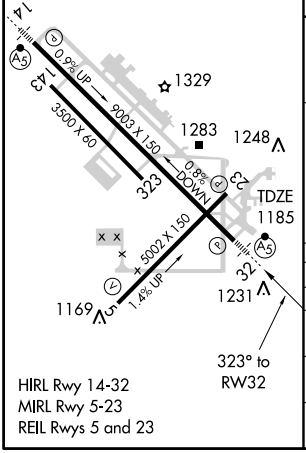
ASR For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

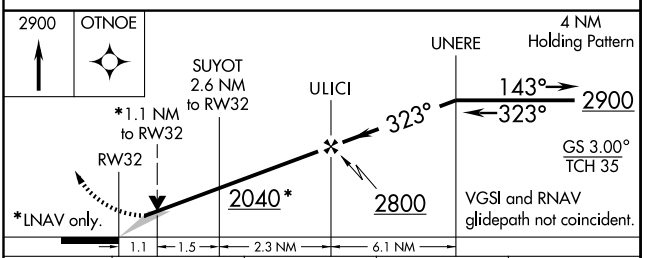
MALSR (A5)

MISSED APPROACH: Climb to 2900 direct OTNOE and hold.

ATIS	YOUNGSTOWN APP CON *	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25







CATEGORY	A	B	C	D
LPV DA	1457/24 272 (300-½)			
LNAV/ VNAV DA	1638/60 453 (500-1¼)			
LNAV MDA	1580/24 395 (400-½)			1580/50 395 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

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VORTAC YNG 109.0 Chan 27	APP CRS 187°	Rwy Idg N/A TDZE N/A Apt Elev 1196

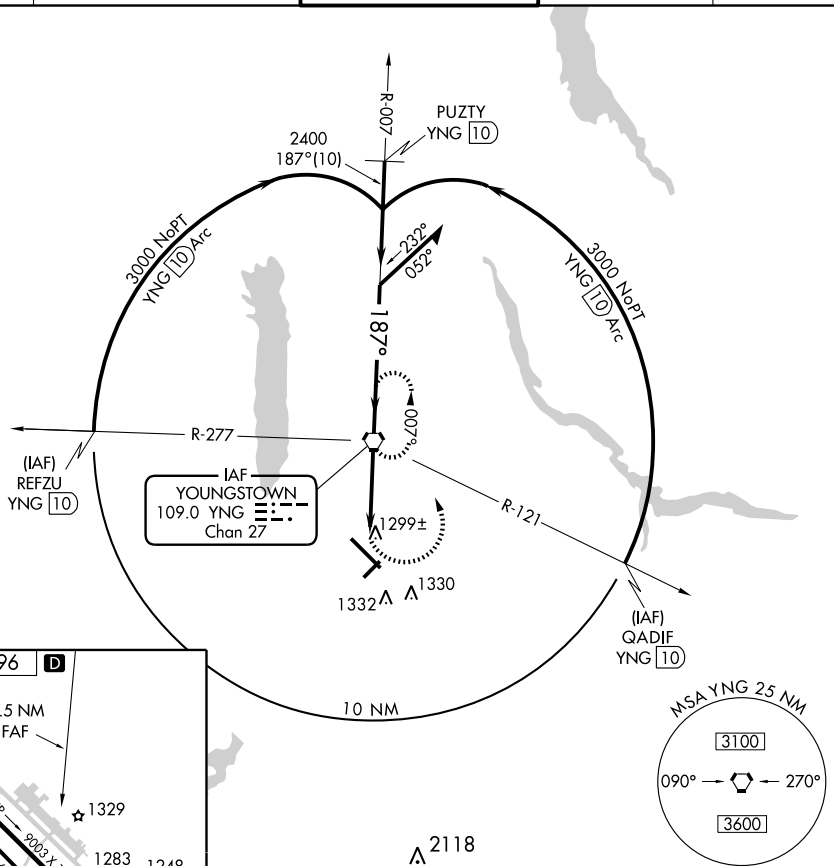
VOR-A

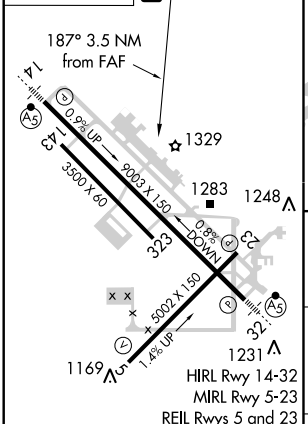
YOUNGSTOWN-WARREN RGNL (YNG)

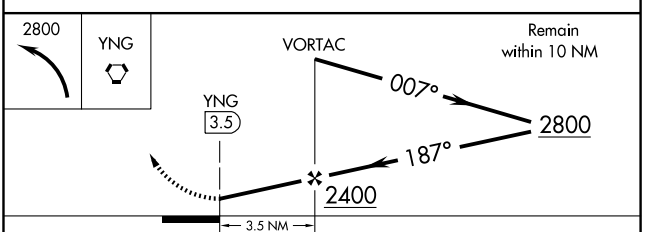
ASR

MISSED APPROACH: Climbing left turn to 2800 direct YNG VORTAC and hold.

ATIS	YOUNGSTOWN APP CON *	YOUNGSTOWN TOWER	GND CON	CLNC DEL
123.75	133.95 322.3	119.5 263.0	121.9 275.8	118.25







FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

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ZANESVILLE MUNI (ZZV) 5 E UTC−5(−4DT) N39°56.67′ W81°53.53′ **CINCINNATI**

900 B S4 **FUEL** 80, 100LL, JET A1 + OX 4 TPA—1900(1000) NOTAM FILE ZZV **H–10G, L–29B**

IAP

RWY 04–22: H5000X150 (ASPH–CONC) S–38, D–50, 2D–75 HIRL 0.5% up SW

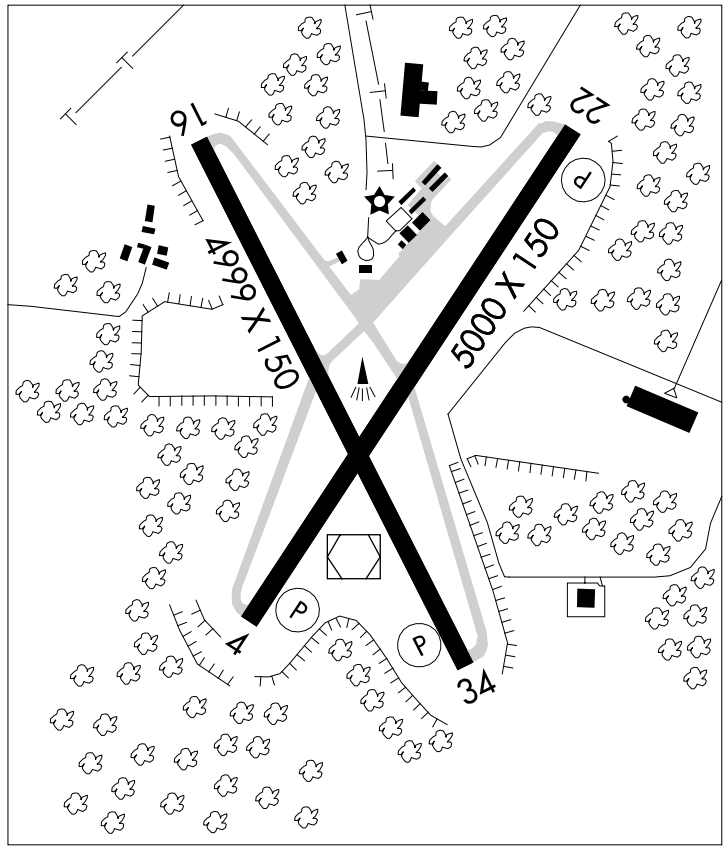
RWY 04: REIL. PAPI(P4R)—GA 3.0° TCH 35′. Trees.

RWY 22: REIL. PAPI(P4L).

RWY 16–34: H4999X150 (ASPH–CONC) S–38, D–50, 2D–75 MIRL 0.6% up SE

RWY 16: REIL. Trees. **RWY 34:** REIL. PAPI(P4L). Trees.

AIRPORT REMARKS: Attended Mon–Fri 1200–0100Z‡, Sat–Sun 1300–2300Z‡. Deer and birds on and invof arpt. Rwy 16–34 rwy cracking. Acft not visible from end to end. Twy A and Twy B lgts OTS indef. HIRL Rwy 04–22, MIRL Rwy 16–34, REIL Rwy 04, Rwy 22, Rwy 16 and Rwy 34 NSTD pilot controlled, ACTIVATE—CTAF, 5 clicks on, 7 clicks off. Rotating bcn OTS indef. Rwy 04–22 and Rwy 16–34 are concrete with asphalt overlays. Rwy 16–34 75 ft new overlay in center sides are poor.



WEATHER DATA SOURCES: ASOS 111.4 ZZV (740) 453–8139.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 111.4T (CLEVELAND RADIO)

RCO 122.5 122.2 (CLEVELAND RADIO)

INDIANAPOLIS CENTER APP/DEP CON 124.45

RADIO AIDS TO NAVIGATION: NOTAM FILE ZZV.

(L) VOR/DME 111.4 ZZV Chan 51 N39°56.45′ W81°53.56′ at fld. 900/6W. **ASOS**.

NDB (MHW) 204 HRA N39°54.38′ W81°55.16′ 035° 2.6 NM to fld. Unmonitored. NDB OTS indef. SHUTDOWN.

ILS/DME 109.95 I–TNF Chan 36(Y) Rwy 22. Unmonitored.

LOC/DME I-TNF	APP CRS	Rwy Idg	5000
109.95	220°	TDZE	892
Chan 36(Y)		Apt Elev	900

ILS or LOC/DME RWY 22

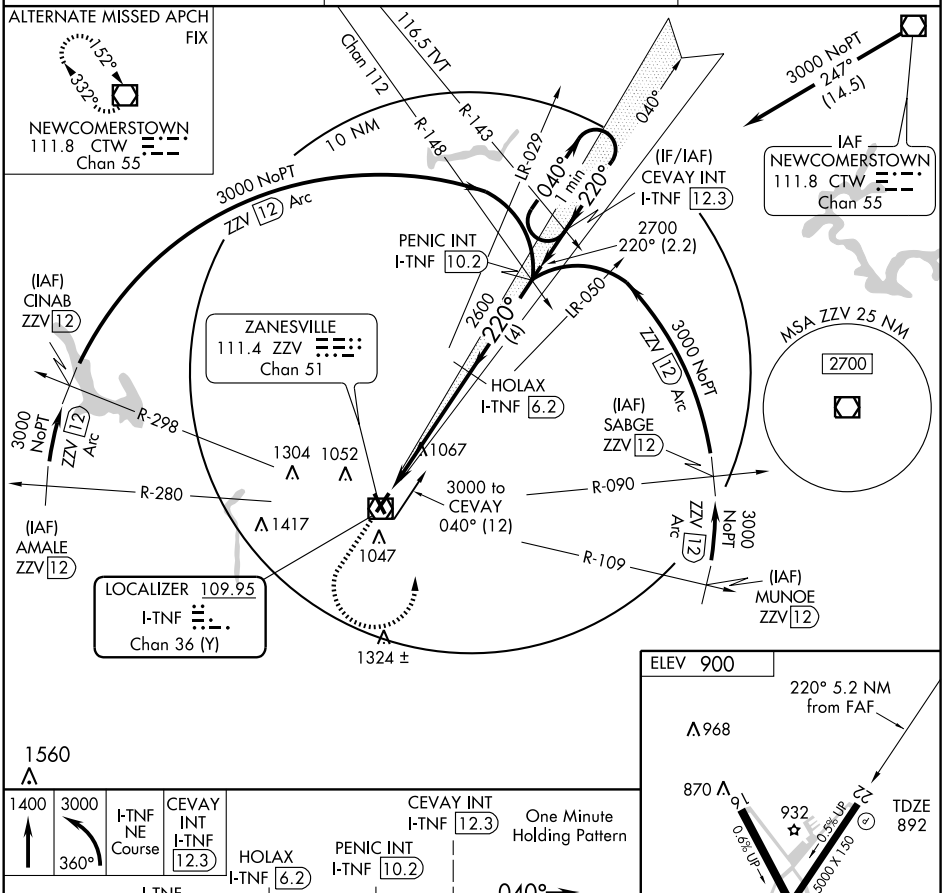
ZANESVILLE MUNI (ZZV)

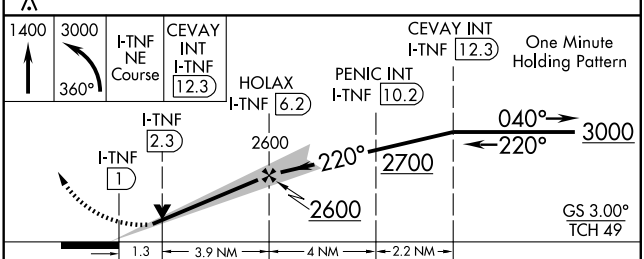
T
NA

When local altimeter setting not received, use Newark altimeter setting and increase all DA 64 feet and all MDA 80 feet. Increase S-ILS 22 all Cats, and S-LOC 22 Cat C visibility ¼ mile. VDP NA when using Newark altimeter setting.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via heading 360° and I-TNF NE course to CEVAY INT/I-TNF 12.3 DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
111.4	124.45 370.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 22	1092-¾ 200 (200-¾)			
S-LOC 22	1320-1 428 (500-1)		1320-1¼ 428 (500-1¼)	1320-1½ 428 (500-1½)
CIRCLING	1360-1 460 (500-1)		1360-1½ 460 (500-1½)	1460-2 560 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 4, 22, 16 and 34 L

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EC-2, 21 OCT 2010 to 18 NOV 2010

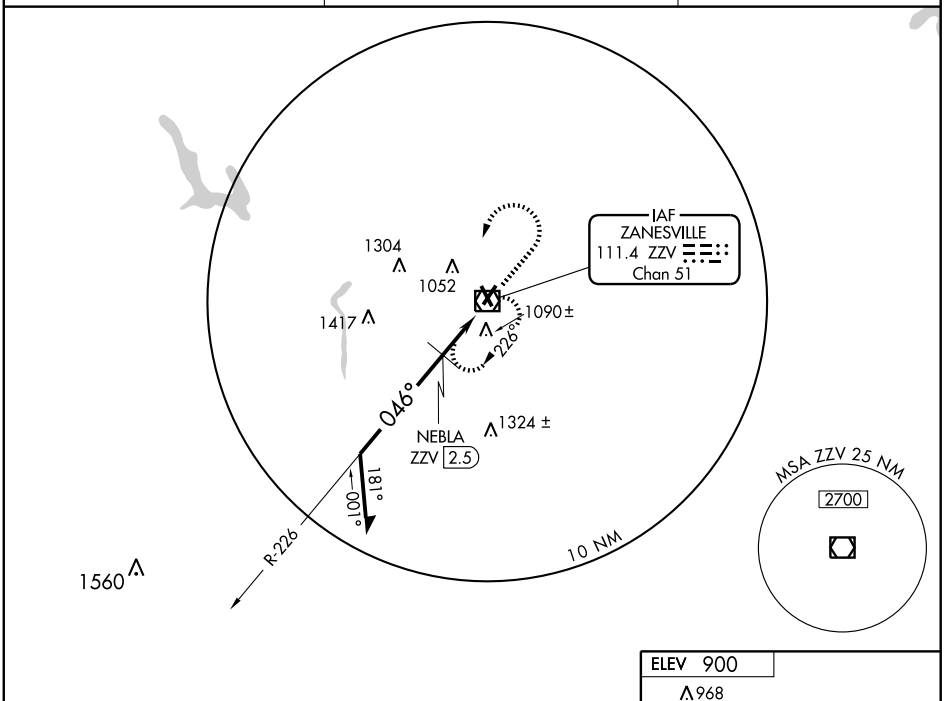
VOR/DME ZZV	APP CRS	Rwy Idg	5000
111.4	046°	TDZE	900
Chan 51		Apt Elev	900

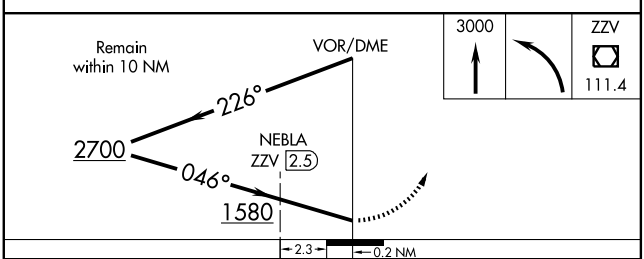
VOR or GPS RWY 4

ZANESVILLE MUNI (ZZV)

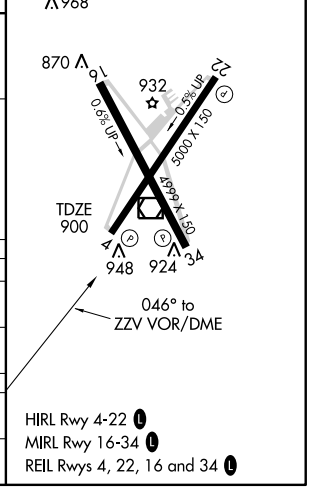
MISSED APPROACH: Climb to 3000 then left turn direct ZZV VOR/DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
111.4	124.45 370.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-4	1580-1	680 (700-1)	1580-2 680 (700-2)	1580-2¼ 680 (700-2¼)
CIRCLING	1580-1	680 (700-1)	1580-2 680 (700-2)	1580-2¼ 680 (700-2¼)
NEBLA FIX MINIMUMS				
S-4	1340-1	440 (500-1)	1340-1¼ 440 (500-1¼)	1340-1½ 440 (500-1½)
CIRCLING	1400-1	500 (500-1)	1400-1½ 500 (500-1½)	1460-2 560 (600-2)



EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010

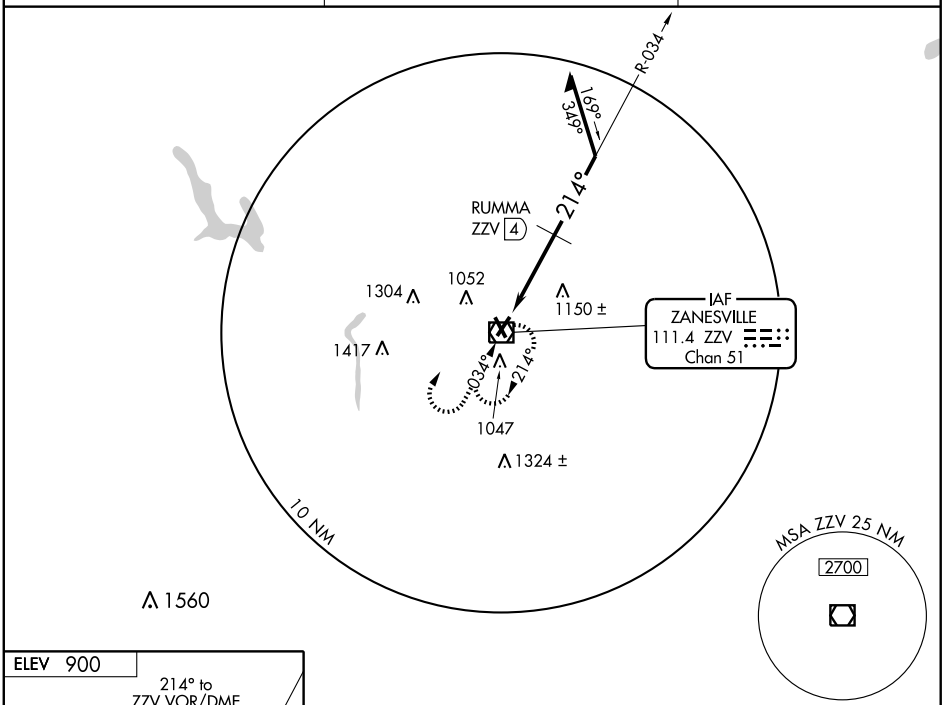
VOR/DME ZZV 111.4 Chan 51	APP CRS 214°	Rwy Idg 5000 TDZE 892 Apt Elev 900

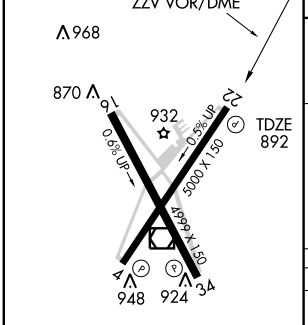
VOR or GPS RWY 22

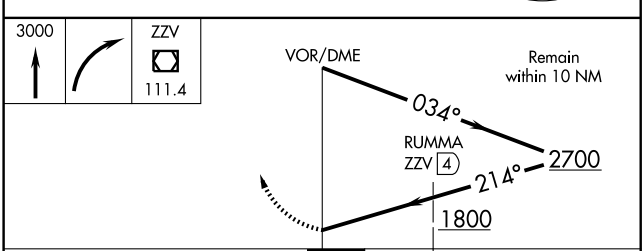
ZANESVILLE MUNI (ZZV)

MISSED APPROACH: Climb to 3000 then right turn direct ZZV VOR/DME and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
111.4	124.45 370.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-22	1800-1¼	908 (900-1¼)	1800-2¾ 908 (900-2¾)	1800-3 908 (900-3)
CIRCLING	1800-1¼	900 (900-1¼)	1800-2¾ 900 (900-2¾)	1800-3 900 (900-3)
RUMMA FIX MINIMUMS				
S-22	1400-1	508 (500-1)	1400-1½	508 (500-1½)
CIRCLING	1400-1	500 (500-1)	1400-1½ 500 (500-1½)	1460-2 560 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 16-34 L
REIL Rwys 4, 22, 16 and 34 L

EC-2, 21 OCT 2010 to 18 NOV 2010
EC-2, 21 OCT 2010 to 18 NOV 2010